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No. 132 JUNE, 1965

Published first Thursday of the month

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Mixed-Manned Ship to visit Portsmouth SIX NATIONS RUN U.S. DESTROYER

THE U.S.S. Claude V. Ricketts (Cdr. Thomas E. Fortson, U.S.N.), the mixed-manned guided-missile destroyer, is to visit Portsmouth for seven days from June 3. The ship is in the course of making calls at the naval bases of N.A.T.O. countries.

The destroyer, originally commissioned as the U.S.S. Biddle, and renamed in memory of the former Vice-Chief of Naval Operations, Admiral Claude V. Ricketts, U.S.N., who devoted a great deal of his efforts to the concept of mixed manning and the Multi-Lateral Force, is 431 feet in length and has a beam of 47 feet. Displacement (full load) is 4,500 tons and she has a complement of 336 officers and men.

In February, 1964, the Claude V. Ricketts was selected to demonstrate the mixed-manning idea which derived from a promise made by the late President Kennedy to make available to interested countries within N.A.T.O. an American warship to demonstrate the concept of multi-national manning. The purpose of the demonstration which President Kennedy had in mind was to provide first-hand information in the mixed manning of a modern, complex warship which would be useful in the event that the proposed Multi-Lateral Force (M.L.F.) were established.

The Claude V. Ricketts became completely mixed-manned in December, 1964, with ten officers and 24 men from the Royal Navy, ten officers and 174 men from the U.S. Navy, two officers and 47 men from West Germany, two officers and 30 men from Italy, two officers and 24 men from Greece and one officer and 17 men from The Netherlands.

The period of the demonstration will end in December, 1965.

MIXED MESSES

Life on board is a completely new experience for the entire crew. Personnel

are not berthed according to nationality, but according to the ship's department to which they are assigned. Thus, many living spaces contain representatives from all six of the participating nations.

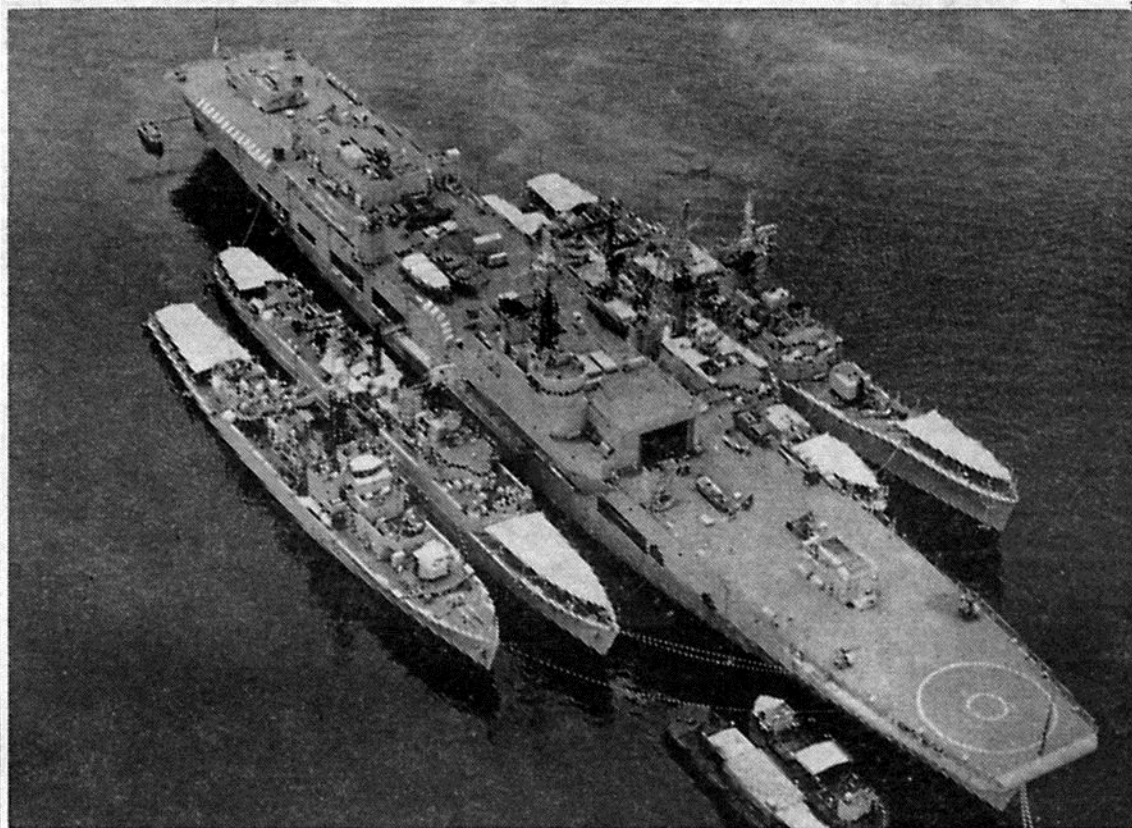
The menu is varied and German, Italian, British and Dutch cooks assist

REMINDER Navy Days

The August Bank Holiday weekend is August 28, 29 and 30. Plymouth and Portsmouth will be holding Navy Days on those dates.

in preparing national dishes. Books and periodicals from all participating countries are available. All personnel are paid in U.S. dollars at augmented rates of pay established by their own navies. Royal Navy sailors receive an extra three and a half cents a day to compensate for the spirit allowance which they would receive in their own Navy but cannot have in a U.S. ship.

TRIUMPH 'ON THE JOB'



Now operating with the Far East Fleet, H.M.S. Triumph, the Escort Maintenance Ship, is seen at Singapore with the frigates (from left) Loch Killisport, Zest, Lincoln and Whitby alongside. Formerly a light fleet carrier, Triumph was commissioned in January this year after a four-year conversion and provides facilities for almost any type of work on board the complex modern destroyers and frigates. Triumph left Portsmouth almost a month before she was scheduled to do so and some of her ship's company went away without having had leave. Some of these have been flown home for that leave. The ship is commanded by Capt. I. F. Sommerville, R.N.

Seventy ships will greet the Queen

IT IS hoped that a total of some 70 ships will be assembled in the Clyde for a visit to the Fleet by the Queen on August 10 and 11.

Included will be an aircraft carrier, a guided missile destroyer, cruisers, survey vessels and several Royal Fleet Auxiliary ships beside a large number of destroyers, frigates, submarines and many smaller ships. Among the latter will be coastal minesweepers of the Royal Naval Reserve.

The ships will be under the command of Vice-Admiral Sir John

Frewen, who will then be Commander-in-Chief, Home Fleet.

The Queen's last visit to the Fleet was in May, 1957 at Invergordon.

The Queen, accompanied by the Duke of Edinburgh, arrives at the Clyde anchorage in H.M.Y. Britannia on the morning of August 10, and will be greeted with a salute of 21 guns from the Fleet, which will be

dressed overall. They are to visit some of the ships that day, and on August 11 will proceed through lines of ships, manned by their cheering companies.

The Queen and the Duke leave the area in H.M.Y. Britannia at 12.30 p.m. on August 11.

H.M.S. Otus will be at Rosyth from June 5 to 7 for Navy Days.

'T WAS A GREAT DAY



Commodore G. A. Henderson (Commodore, R.N. Barracks, Portsmouth), with C.P.O. Reginald Hider, suitably escorted, carrying the silver casket containing the Freedom of the City scroll, passing the Guildhall, Portsmouth, on May 7. On the saluting dais are the Lord Mayor (Alderman J. A. Nye) and the Commander-in-Chief, Portsmouth (Admiral Sir Wilfred Woods). As the parade of nearly 1,000 sailors and wrens marched through the city the sun shone brightly and thousands watched the historic ceremony. The smartness of those on parade drew great applause from the crowds, both at the actual presentation ceremony in the grounds of Southsea Castle and during the march through the streets, "with bayonets fixed, colours flying, and drums beating"

above all
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BRITAIN'S OUTSTANDING CIGARETTES

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

THERE are probably many serving officers and ratings who wonder how the Protection from Eviction Act and a new Act which is foreshadowed by the recently introduced Rent Bill will affect them. The owner-occupier who is lucky enough to land a "married accompanied" billet in, say, Hong Kong, will, in most cases, want to let his house and take his family out with him. What happens when he comes home and wants to live in his own house again?

The Protection from Eviction Act—a temporary measure—made it an offence for the owner of a property having a net annual value of £400 or less to enforce his right of possession without a Court Order. It also lengthened the tenant's protection by extending up to 12 months the Courts' discretion to suspend Orders for possession.

The recently introduced Rent Bill will replace the temporary measure, and this Bill prohibits eviction without a Court Order from premises of any value. It envisages machinery for fixing and regulating rents through the medium of Rent Officers and Rent Assessment Committees if landlord and tenant cannot agree on a fair rental between themselves. It also provides for heavy fines and/or imprisonment for anyone convicted of using unlawful "persuasion" to induce a tenant to quit.

COURT REMEDY

How do these regulations affect the officer or man owning his own house? In principle his position has not been changed. He can still let his house on a normal landlord/tenant agreement. Only if the tenant refuses to honour his part of the agreement at the end of the tenancy will there be any question of taking him to Court. There has always been this risk, and the proper remedy for the owner has always been to go to the Court.

Up to the time of going to press there has been no sudden spate of cases where a Court has given security of tenure to the tenant of a Serviceman's house, and it is to be hoped that this happy state of affairs will continue. Should cases occur, however, the new Rent Bill contains a provision to speed the process of the County Courts by enabling Registrars to deal with them. This should go a long way towards minimising inconvenience.

Under these new conditions the wise house-owner will, of course, only let his house after consulting a solicitor or a reputable house agent.

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

H.M.S. Beachampton (C.M.S.), July 1, at Portsmouth. Foreign Service (Middle East). 9th M./S. Squadron, vice Flockton, (E).
H.M.S. Hartland Point (Escort Maintenance ship) July 2 at Rosyth. To refit/trials crew.
H.M.S. Lancelot (A./D. Frigate) July 13, at Singapore. Foreign Service (East of Suez). (Phased.) 24th Escort Squadron, (A).
H.M.S. Ajax (A./S. Frigate) July 13, at Singapore. Foreign Service (East of Suez). (Phased.) Captain (D), 24th Escort Squadron, December, (C).

H.M.S. Hecla (Survey Ship) July 27, at Glasgow. General Service Commission (Home/North Atlantic). U.K. Base Port, Devonport, (A).

H.M.S. Blackwood (A./S. Frigate) July 29, at Rosyth. Home Sea Service, Captain, Fishery Protection Squadron, U.K. Base Port, Rosyth.
H.M.S. Alverton (C.M.S.), July 30, at Devonport. Towing crew to Singapore.

H.M.S. Wilkinston, August 9, transfers to 8th M./S. Squadron, Duffon, crew transfer. (Wilkinston former crew return to Singapore.) Local Foreign Service (Far East), (E).

H.M.S. Ulster (A./S. Frigate), August 12, at Devonport. Home Sea Service, 17th Frigate Squadron, vice Wizard, U.K. Base Port, Portsmouth.

H.M.S. Leander (A./S. Frigate), August 19, at Portsmouth. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 21st Escort Squadron, Divisional Leader, U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.T.S.) and No. 1 Assault Squadron, August 19, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron, (B).

H.M.S. Blaxton (C.M.S.), August 23, at Portsmouth. Towing crew to Singapore.

H.M.S. Dampier (Surveying Ship), August 31, at Singapore. Foreign Service, S.W. Pacific (C).

H.M.S. Cleopatra (A./S. Frigate), August 31, at Devonport for trials. Commissions January 4 as Divisional Leader (under consideration). 24th Escort Squadron, Home Sea Service, Foreign Service (East of Suez) from date of sailing.

H.M.S. Caprice (Destroyer), September 9, at Rosyth for trials. To Reserve on completion (under consideration).

H.M.S. Kent (G.M. Destroyer), September 9, at Chatham. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, U.K. Base Port, Chatham.

H.M.S. Vidal (Surveying Ship), September 9, at Chatham. General Service Commission, West Indies and North Atlantic U.K. Base Port, Chatham.

H.M.S. Bosington (M./H. Conversion), September 9, at Chatham. Local Foreign Service (Far East), 6th M./S. Squadron, (E).

H.M.S. Zulu (G.P. Frigate), September 16, at Rosyth. General Service Commission (Phased.) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

H.M.S. Arethusa (A./S. Frigate), September 28, at Cowes. Home Sea Service, Foreign Service from date of sailing (East of Suez). Divisional Leader, 26th Escort Squadron, (A).

H.M.S. Woodlark (Survey Ship Conversion), September, at Chatham. Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Bulwark (Commando Ship), September 30, at Devonport. Foreign Service (Far East) from date of sailing. U.K. Base Port, Devonport.

H.M.S. Corunna (A./D. Conversion), September, at Rosyth. L.R.P. Complement.

H.M.S. Duncan (A./S. Frigate), September, at Rosyth. L.R.P. Complement.

H.M.S. Hecate (Survey Ship), September, at Glasgow. General Service Commission (Home/North Atlantic). U.K. Base Port, Devonport.

H.M.S. Burnaston, September 30, at Bahrain. Foreign Service (Middle East), 9th M./S. Squadron, (E).

H.M.S. Chawton (C.M.S.), October 1, at Singapore. 9th M./S. Squadron, vice Chilcompton. Foreign Service (Middle East), (E).

H.M.S. Kemerton (C.M.S.), October 15, at Bahrain. Foreign Service (Middle East), 9th M./S. Squadron, (E).

H.M.S. Ashanti (G.P. Frigate), October 21, at Devonport. General Service Commission, (Phased.) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport, (B).

H.M.S. Parapet (L.C.T.), October 22, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron, (F).

H.M.S. Phoebe (A./S. Frigate), November, at Glasgow. General Service Commission, Home/East of Suez/Home/East of Suez, Capt. (D), 30th Escort Squadron, U.K. Base Port, Chatham (under consideration).

H.M.S. Hydra (Survey Ship), November, at Glasgow. General Service Commission (Home/N. Atlantic). U.K. Base Port, Chatham.

H.M.S. Fearless (Assault Ship), November 9, at Belfast. Foreign Service (East of Suez), from date of sailing.

H.M.S. Sirius (A./S. Frigate), End of November, at Portsmouth for trials. Commissions April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing, 24th Escort Squadron, (A).

H.M.S. London (G.M. Destroyer), November 11, at Portsmouth. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Arethusa Flight, November 15, at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

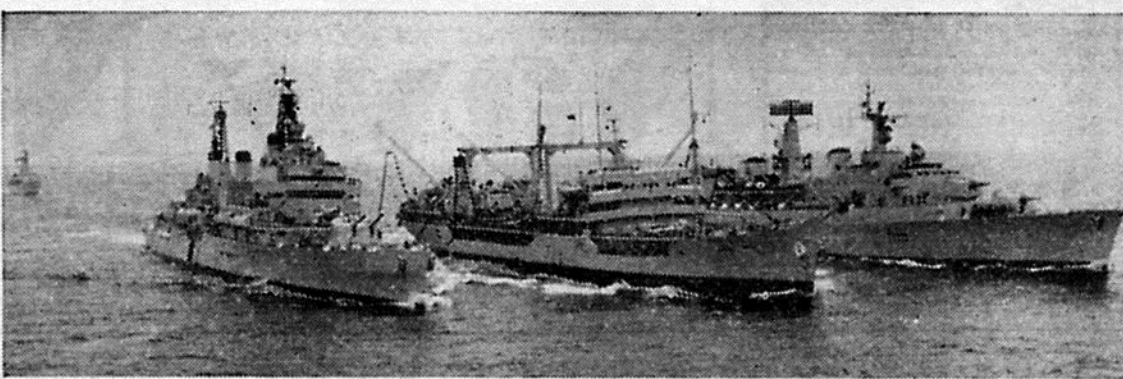
H.M.S. Llandaff (A./D. Frigate), November 18, at Devonport for trials. Commissions January 13, for Home Sea Service, 26th Escort Squadron, Foreign Service (East of Suez) from date of sailing.

H.M.S. Leopard (A./A. Frigate), December 2, at Portsmouth for trials. To Reserve on completion (under consideration).

H.M.S. Narton (M./H. Conversion), December 6, at Portsmouth. Home Sea Service, Men home, U.K. Base Port, Rosyth.

H.M.S. Penelope (A./S. Frigate), December (Tentative date) at Devonport. Long Refit Programme.

H.M.S. Falmouth (A./S. Frigate), January 13, at Devonport. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Devonport.



R.F.A. Wave Chief oiling (left) H.M.S. Tiger and (right) H.M.S. London. The ship astern appears to be H.M.S. Penelope. H.M.S. London, the guided missile destroyer, recommissions at Portsmouth on November 11 for a General Service Commission at Home and East of Suez

H.M.S. Brighton (A./S. Frigate), January 13, at Chatham. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Aisne (Destroyer), January 13, at Chatham. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Whitty (A./S. Frigate), January, Recommisions and transfers from 26th Escort Squadron to 20th Frigate Squadron for Home Sea Service. Place of commissioning and U.K. Base Port under consideration, (C).

H.M.S. Cassandra (Destroyer), January, at Gibraltar. Local Foreign Service, L.R.P. Complement.

H.M.S. Minerva (A./S. Frigate), January, at Newcastle for Home Sea Service, Foreign Service (East of Suez) from date of sailing, 26th Escort Squadron U.K. Base Port, Devonport (under consideration), (A).

H.M.S. Zest (A./S. Frigate), January 13, at Devonport. General Service Commission, (Phased.) Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, from 24th Escort Squadron, U.K. Base Port.

H.M.S. Cleopatra Flight, January, at Portland. Foreign Service, Wasp.

H.M.S. Cavalier (Destroyer), January 22, at Gibraltar for trials. To Reserve on completion (under consideration).

H.M.S. Kent Flight, February 10, at Portland. General Service Commission, Westex.

H.M.S. Fife (G.M. Destroyer), February 11, at Glasgow. General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Dartington (C.M.S.), February, Transfer to 8th M./S. Squadron, (Lanton's crew transfer). Local Foreign Service (Far East).

H.M.S. Kirkliston (M./H. Conversion), February, at Rosyth. Foreign Service (Middle East), 9th Minesweeping Squadron, (Senior Officer when on station), (E).

H.M.S. Maxton (M./H. Conversion), February 25, at Devonport. Local Foreign Service (Far East), 6th M./S. Squadron, (E).

H.M.S. Aurora (A./S. Frigate), February, 1966. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, Divisional Leader 30th Escort Squadron, transferred from 2nd Frigate Squadron, U.K. Base Port, Chatham, (Date tentative).

H.M.S. Minerva Flight, February, at Portland. Foreign Service, Wasp.

H.M.S. Relentless (A./S. Frigate), March, at Devonport. General Service Commission, (Phased.) Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, transferred from 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. London Flight, March 3, at Portland. General Service Commission, Westex.

H.M.S. Puncheston (C.S.M.), March, Transfers to 8th M./S. Squadron. Pensioner's crew transfer. Local Foreign Service (Far East), (E).

H.M.S. Forth (S./M. Depot Ship), March, at Chatham. Home Sea Service, Capt. 3rd S./M. Squadron, U.K. Base Port, Rosyth.

H.M.S. Malcolm (A./S. Frigate), March, at Rosyth. Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.

H.M.S. Daring (Destroyer), March, at Devonport. Trials crew. To reserve on completion of Long Refit.

H.M.S. Undaunted (A./S. Frigate), March (tentative date), at Chatham. Commissions May, Capt. (F) Second Frigate Squadron, U.K. Base Port, Chatham (under consideration).

H.M.S. Nubian (G.P. Frigate), April, at Portsmouth. General Service Commission (Phased.) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B).

H.M.S. Lincoln (A./D. Frigate), April, at Portsmouth. L.R.P. complement.

H.M.S. Sirius (A./S. Frigate), April, at Portsmouth for Home Sea Service, Foreign Service (East of Suez) from date of sailing, 24th Escort Squadron, U.K. Base Port, Portsmouth, (A).

H.M.S. Glamorgan (G.M. Destroyer), April, at Newcastle. General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Jaguar (A./A. Frigate), April, at Chatham. L.R.P. complement.

Notes: The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth, but which will normally refit and/or give leave at Chatham.

As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O), or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

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Is this gun at Torshavn in the Faeroes from H.M.S. Hood?

Hood's guns in the Faeroes?

SIR.—The enclosed photograph of a 5.5 inch gun was taken by myself near the harbour at Torshavn in the Faeroe Islands in 1961 when I was there engaged upon fishery research work.

I have since read in a book published in Denmark that the guns (as I recall there were two) are from H.M.S. Hood. Presumably they had been removed from the battle cruiser sometime prior to 1941 and mounted at Torshavn as part of the harbour defences or put there after the war as a kind of war memorial.

It occurs to me that if they are indeed ex H.M.S. Hood they must be two of the very tangible relics of the well-remembered warship and how much more appropriate, therefore, if one or both of them could be brought back to Portsmouth and put permanently on show at the old battle cruiser's home port. Much better than just rusting away on an exposed position in the Faeroes.

Perhaps some "Navy News" reader may be able to supply some interesting facts about these guns: how and

why they came to be where they are. It seems to me that they would be more at home on Southsea front or in the dockyard museum.—Yours, etc., P. J. FRICKER, Cowes.

NAVAL MEN WERE WITH RESERVISTS

SIR,—I am a regular reader of "Navy News" and in the May issue, page 13, you state that the trip of the Royal Naval Reservists to the West Indies was run entirely by men of the R.N.R. In the coastal minesweeper H.M.S. St. David, there were four Royal Navy personnel—a Sick Berth Petty Officer, a Petty Officer Electrician, a Leading Steward and myself.

I would like to say that we all enjoyed ourselves very much but, speaking for myself and, possibly, for the other three, we feel a little left out.—Yours, etc., PETER W. D. ILIFFE, Cook (S), R.N.A.S. Cudrose.

SHIPS OF THE ROYAL NAVY

H.M.S. CAMBRIAN

No. 115



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engine Room Artificer
M 928801 S. J. A. Manning, M 928848 J. Stainton, MX 766850 J. Bowyer, MX 842906 L. W. Cassell.

To Acting Chief Mechanician
K 934790 D. J. Greaney, KX 871865 W. H. J. Hawthorn.

To Chief Shipwright Artificer
MX 913814 C. G. Goodall, MX 902316 W. H. Logan, M 887888 I. G. Rogers.

To Chief Engineering Mechanician
KX 761954 C. G. Alldritt, KX 914452 W. Funnell, KX 869989 J. Ledwith, KX 872371 F. C. Robertson.

To Acting Chief Electrical Mechanician
MX 605290 L. H. King, MX 811860 J. E. M. Vicary.

To Acting Chief Ordnance Artificer
MX 857520 B. B. Douglas, M 933588 J. R. Reed, MX 913780 J. F. Simmonds.

To Acting Chief Control Artificer (W)
M 953074 P. J. Clark, MX 778279 R. H. Neath, MX 885060 J. R. Suppliers.

To Acting Chief Electrical Artificer
MX 888720 F. R. Bartlett, MX 888937 T. W. Cheal, MX 667782 F. G. Cockcroft, M 933648 A. J. Farran, MX 818824 P. Wadham, MX 833436 R. K. Woodgate, MX 667732 K. E. Young.

To Chief Electrician
MX 892660 S. Bevan, MX 895744 K. Cooke, MX 893430 W. Craig, MX 873848 R. Stevens.

To Acting Chief Radio Electrical Artificer
M 928970 D. T. Blythe, MX 928805 R. J. Mason.

To Chief Radio Electrician
M 927853 F. R. Barriskell.

To Chief Radio Supervisor
JX 712644 R. R. Childs, J 944545 R. L. Hamlet.

To Chief Radio Supervisor (W)
JX 912406 E. Davis.

To Chief Communication Yeoman
JX 836340 R. Greenfield, JX 865384 L. Murrell, JX 712207 R. R. Riley.

To Sick Berth Chief Petty Officer
MX 646041 D. Rothery.

To Chief Petty Officer
JX 778102 W. Davis, JX 760165 G. S. Whitehurst, JX 860014 J. J. Bruce, J 929277 F. G. Bingham, JX 660362 A. R. Hovenden, JX 819607 D. W. Pearce.

To Master-at-Arms
MX 835175 G. C. Wardle, MX 819516 F. Hudson.

To Chief Sailmaker
JX 153394 L. J. Whitfield.

To Chief Petty Officer Stores Accountant (S)
MX 771853 E. J. Carine.

To Acting Chief Aircraft Artificer (AE)
L/FX 669658 A. B. Tizard.

To Acting Chief Aircraft Artificer (O)
L/FX 668481 D. B. Treeby.

To Chief Air Fitter (AE)
L/FX 803200 P. J. Offord.

To Chief Air Fitter (O)
L/FX 672032 E. S. Sharville.

To Acting Chief Radio Electrical Mechanician (Air)
L/FX 670357 G. H. Setterfield.

EURYALUS SAILS FOR FAR EAST

H.M.S. Euryalus, the Navy's seventh "Leander" class anti-submarine frigate, sailed for the Far East on May 14. The ship was built by Messrs. Scotts of Greenock where she was commissioned last September.

The 250 officers and men took the opportunity to give a "Families Day" at sea in the Solent for their relations and close friends prior to sailing, the ship leaving Portsmouth harbour at 1100 and returning alongside at 1500, before sailing at 1600.

H.M.S. Euryalus is commanded by Capt. K. Lee-White M.B.E., R.N. who will also assume the duties of Captain (D) of the 26th Escort Squadron on arrival on the Far East Station early in June.

ORIGINALLY there were four classes in the emergency war design "C" group of destroyers—the "Caesar", "Chequers", "Cossack" and "Crescent" classes. Each class was of eight ships, but only the "Caesar" class remains, and these have undergone considerable refits, with consequent changes in appearance.

H.M.S. Cambrian was built by Scotts of Greenock, being laid down August 14, 1942, launched December 10, 1943 and completed July 17, 1944. Her complement is about 200 officers and men. She is 362 feet in length (o.a.), and her beam is 35 feet.

Armament is three 4.5 inch and four 40 m.m. A.A. guns, and she has two Squid triple-barrelled depth charge mortars.

Cambrian belongs to the 29th Escort Squadron and is at present on General Service Commission on the Home and Far East stations, having commissioned in June, 1964. During her last commission the ship sailed 60,000 miles in one year.

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No. 115 - H.M.S. CAMBRIAN

The Editor, "Navy News," R.N. Barracks, Portsmouth:

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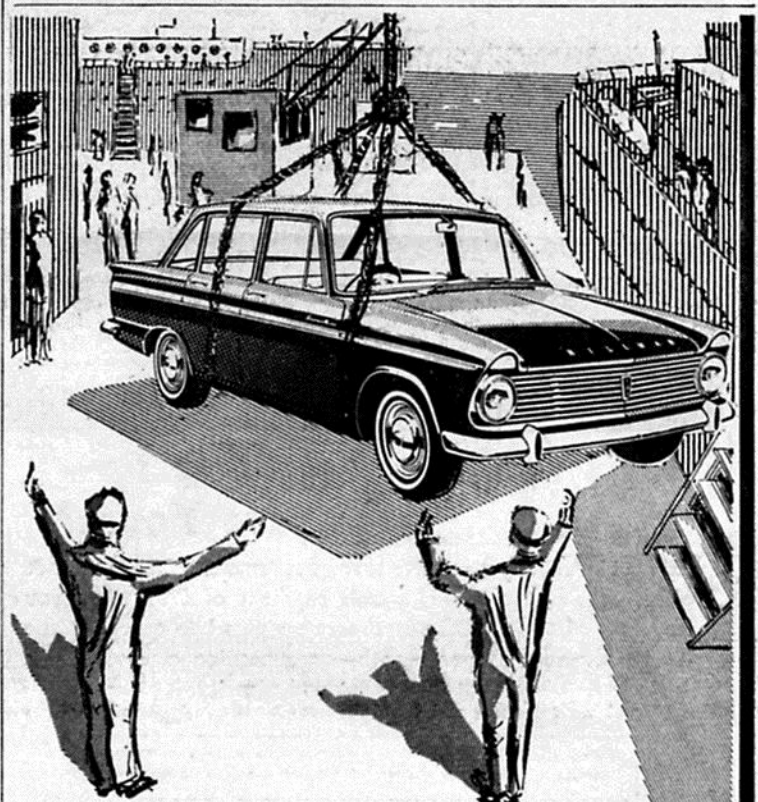
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R. N. Ass'n members at Dartmouth

At the invitation of the Captain of the College, Capt. J. E. L. Martin, D.S.C., members of the Torbay Branch of the Royal Naval Association with their wives, and supported by a contingent from Brixham attended Divisions at the Britannia Royal Naval College, Dartmouth on May 16.

The branch was headed by its chairman, Capt. Nelson Clover, and after watching the Divisions and Inspection, some members were conducted around

the College by Lieut. Cowling, whilst others attended Parish Communion in the College Church. The Bishop of Plymouth (Rt. Rev. Guy Sanderson) gave the address, and later, together with the Chaplain of the College, Rev. J. F. Oates, joined the Branch in the Captain's drawing room for coffee.

In glorious Devon sunshine, and in one of the most perfect settings imaginable, the visit to Dartmouth will long be remembered, in particular for the fine bearing of the Divisions of Cadets and Junior Officers during the Parade, the beautiful church with its rich traditions and for the warm hospitality of the Captain and his Staff.

ASSOCIATION OF WRENS

SIR—The Association of Wrens is having a special drive to increase its membership this year, and so I would be most grateful if you would allow me to appeal through the "Navy News" to all past and present members of the W.R.N.S.

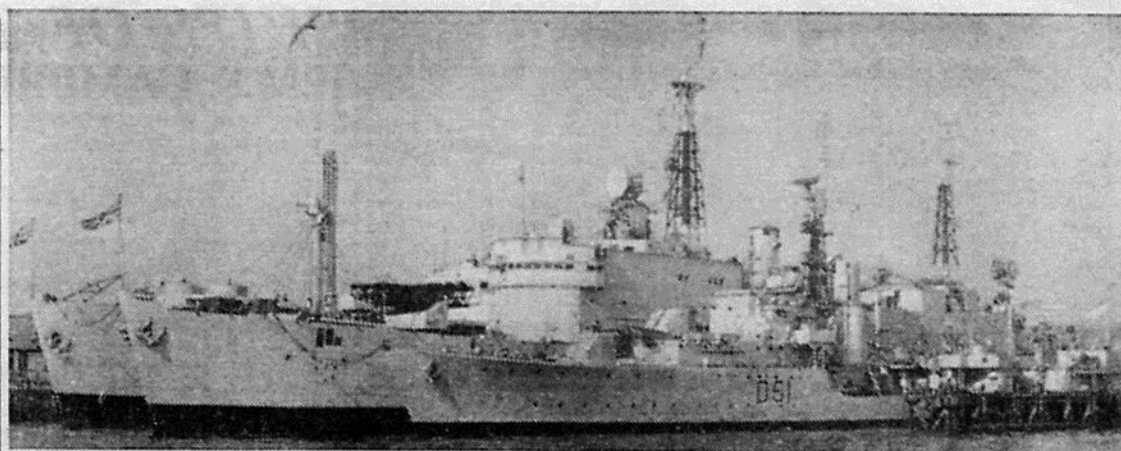
All those who have served or are serving, have enjoyed and been enriched by the experience, and I hope will appreciate the link which the Association provides.

The annual subscription is 10s. and the life membership is £5 5s. for which members receive "The Wren," the magazine of the Association, which is published three times a year. There are branches in various parts of the country, and a large reunion is held every three years in London, as well as other events in which members of the Association are asked to participate.

Those interested should write for further information to: The Secretary, Association of Wrens, 2 Lower Sloane Street, London, S.W.1.—Yours, etc., JESSIE FRITH (chairman).

HOSPITALITY BUREAU FOR FORTH AREA

LADY GREGORY, wife of Vice-Admiral Sir David Gregory, the Flag Officer, Scotland and Northern Ireland, whose headquarters are at Pitreavie Castle in Fife, is starting an International Hospitality Bureau for ships visiting Ports in the Forth Area. The aim of the Bureau is to provide an opportunity for foreign sailors—officers and ratings—to meet local people and to encourage local people to receive and entertain these visitors personally.



New Cochrane will be outside Dockyard area

OPEN to the public on June 5 and 6 is H.M. Dockyard Rosyth and visitors will be able to see H.M.S. Cochrane, the collective name given to the three ships, Duncanby Head, Girdleness and Chevron, and they form the nucleus of the Naval Base at Rosyth located inside H.M. Dockyard and fulfil a similar function to H.M.S. Victory and H.M.S. Drake. Work has already begun on a new Forth Barracks outside the Dockyard area and will replace the existing Cochrane. The completion of this new barracks, planned for 1968, is an eagerly awaited event. This, with the newly opened Forth Road Bridge, giving easy access to Edinburgh, should make Rosyth a very desirable preference drafting area.

After a considerable period of limited activity, H.M. Dockyard at Rosyth has recently increased its functions, particularly in the nuclear refitting field. This increase in Dockyard activity has of course had its effects on the commitments of H.M.S. Cochrane (Capt. J. Perks, C.B.E., D.S.C., R.N.) who, as well as being the Commanding Officer, is also Capt. (D) Rosyth and Captain Fleet Maintenance.

Broadly speaking, Cochrane's main tasks are to provide accommodation for ships refitting, to provide a staff of officers and men whose duties involve giving technical assistance to

those ships, and to house those ratings whose preference drafting area is South East Scotland. Cochrane, in addition to providing spacious workshops, also accommodates the Base Supply Organisation, which has responsibilities ranging from Dounreay in the north to New Waltham near Grimsby in the south.

NUMBERS INCREASING

This variety of tasks means that Cochrane's population is a constantly changing one and at the present moment is in excess of 1,000. These numbers are expected to increase in the near future and to make further

H.M. Ships Duncanby Head, Girdleness and Chevron which comprise H.M.S. Cochrane, the nucleus of the Naval Base at Rosyth

accommodation available, a fourth ship, H.M.S. Hartland Point, is temporarily joining the "Cochrane Flotilla" in mid-June.

MARRIED QUARTERS

H.M.S. Cochrane also administers the large married quarters estate in the Rosyth area. These quarters are pleasantly situated overlooking the extensive playing fields serving the port. At present there are some 27 officers' quarters with 19 under construction; 193 ratings' with 11 under construction, some of which are almost complete and in fact the first was occupied on May 18. Waiting times for the various ranks are roughly: Lieut.-Cdr.—4 months, Lieut. and below—7 months, C.P.Os.—3 months, P.Os.—5 months and Junior Rates—9 months.

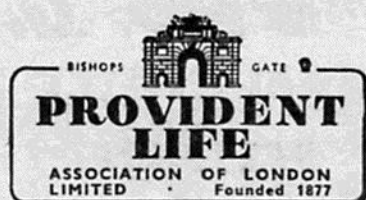
A new "preventive" Welfare Agency is about to be set up in Cochrane, under Lieut.-Cdr. Hubble, a retired officer, well-known for his activity in this field at Malta recently. Other aspects of welfare include the usual wives' organisation and the Cochrane kindergarten school.



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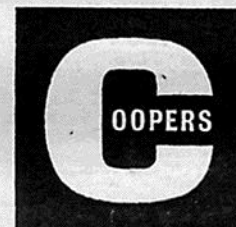
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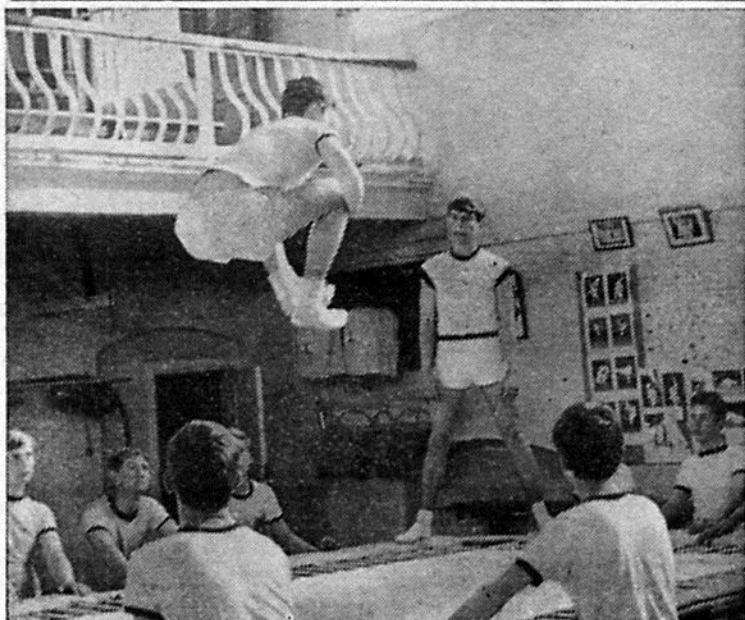
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Nearly 50 members of the Sea Cadet Corps recently attended a week-end physical training course at the R.N. School of Physical Training at Portsmouth. Such courses are generally held twice a year. One or two instructors are provided by the P.T. School and the remainder of the teaching is done by the Sea Cadet Corps staff. The picture shows Sea Cadets under instruction on the trampoline. Instructor Cadet A. V. Wratten, of the Maidstone Unit, is the Instructor.

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Start of the 50-mile walk

H.M.S. Maidstone men in fifty-mile walk

AMONG more than 100 walkers who set out from a point on the shore of Loch Fyne on a 50-mile walk to Helensburgh at the mouth of the Gareloch, on May 8 were 25 representatives from the Third Submarine Squadron. Starting at 9.0 a.m. it was after dark before the first of the walkers entered Helensburgh.

In all 22 contestants completed the course and another 44 managed to cover 30 miles or more. Lack of training took its toll among the Navy men and, although most of them managed to cover more than 30 miles, only one was able to finish the course. He was A.B. Brian Moss of H.M.S. Maidstone. He finished seventh—a very

creditable performance—arriving in Helensburgh just after 11.0 p.m. The last contestant to complete the walk arrived at 3.0 a.m.

£150 FOR AID WEEK

The event was organised by Youth Groups in Helensburgh. Each walker had to find sponsors prepared to pay a penny for every mile completed, the proceeds to go towards Christian Aid Week. The event was well supported by sponsors and it is expected that the penny-a-mile payments will total over £150.

After a welcome break of a few days down the Clyde, off the Isles of Arran and Bute, H.M.S. Maidstone returned to the Tail of the Bank on May 15 to pick up wives and children of crew members. Families were brought from Helensburgh by M.F.V. during the forenoon and stayed on board for lunch.

Vice-Admiral Sir David Gregory, K.B.E., C.B., D.S.O. and Bar, the Flag Officer Scotland and Northern Ireland visited H.M.S. Maidstone (Capt. M. G. R. Lumby, R.N.) on May 4. During his visit he viewed progress on the Polaris Base. He also presented a B.E.M. to C.E.R.A. James Barber.

Nubian sails for Middle East

H.M.S. Nubian sailed on May 11 for her second period of duty on the Middle East Station where she will become the Senior Officer of the Ninth Frigate Squadron.

Nubian was built at Portsmouth, being laid down on September 7, 1959, launched on September 6, 1960, and completed on October 9, 1962. Since returning home from her previous commission she has undergone an extensive refit in the dockyard, recommissioned with a new ship's company and completed an operational work-up at Portland.

During March of this year she took charge of eight naval vessels and disposed of a large oil patch off Beachy Head, which was threatening the comfort of holiday makers on the South Coast beaches.

H.M.S. Nubian is one of the 'Tribal' class general purpose frigates and carries an anti-submarine torpedo-carrying helicopter, in addition to the most modern conventional weapons. She has on board over 300 officers and men and is commanded by Capt. E. G. Brown, R.N., who is a qualified Fleet Air Arm Observer. Capt. Brown has previously commanded H.M. Ships Tintagel Castle and Pellew.

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Today the Controller is a member of the Admiralty Board responsible for the procurement of all the Fleet's ships, weapons and aircraft. He oversees the research and development, the design, ordering, overseeing, production, timely completion, delivery and trials of nearly everything which makes up a Fleet Unit. This includes the hull, the electronics, sonars, guns, missiles, propulsion and any aircraft carried.

In addition, the Controller, with the assistance of the Vice-Controller, is responsible for the maintenance of existing ships and aircraft by the

Royal Dockyards, the Aircraft Yards, and by contractors.

VALUE FOR EVERY PENNY

All this activity costs a lot of taxpayers' money. Near enough £350 million every year to be precise! And every penny has to be justified, controlled and accounted for so as to obtain the best possible value for the Navy.

The Controller works closely with the Deputy Chief of Naval Staff who has bright ideas for things new and better, the Chief Scientist (R.N.), who dreams up bright answers to bright



On the beach. The Controller visits France in the Hovercraft SRN 3. On the right is Vice-Admiral Sir Frank H. E. Hopkins, K.C.B., D.S.O., D.S.C., the Deputy Chief of the Naval Staff

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ideas, the Vice-Controller, who maintains the bright products, and the Permanent Under-Secretary (R.N.), who sees that the bright ideas do not cost more than there is in the cash box.

The vast effort required to keep the Fleet in fighting trim involves thousands of people in the naval service. Employed in the Controller's departments and allied establishments are constructors, scientists, engineers, administrators and technicians of every skill imaginable Naval and civilian, this great team provides the Controller with the support he needs to meet his responsibilities to the Admiralty Board, besides posing a few personal problems!

THE ADMIRALTY BOARD

Previous articles appeared in the March, April and May issues

The Controller's departments also deal with a wide range of industries which supply the Navy's goods. For instance, about a third of this country's shipbuilding industry is employed on naval contracts.

MANY VISITS

The Controller's daily routine consists of dealing with a continuous stream of problems and decisions, with difficult ones arriving every hour on the hour. In between he finds time to make many visits to naval establishments and industry.

Coping with all this at present is Vice-Admiral Sir Michael Le Fanu, K.C.B., D.S.C. A gunner by trade (although he says, firmly that he left his gaiters on Portsmouth Station 20 years ago), Admiral Le Fanu has had a varied career. During the war he was at one time the R.N. liaison officer with the U.S. 3rd and 5th Fleets in the Pacific. After the war he served his headquarters apprenticeship on the staff of the then Controller. He has commanded Ganges, the 3rd T.S. (now the 20th F.S.) at Londonderry, and Eagle, and on promotion to rear-admiral served as Director-General Weapons and Flag Officer Second-in-Command, Far East.

Admiral Le Fanu became Controller in 1961 and, as has now been announced, will be relieved by Rear-Admiral Law in July this year.

H.M.S. London (Capt. J. Bartosik, D.S.C., R.N.), the guided missile destroyer "adopted" the Dulwich Sea Cadet Unit (Training Ship London), and has presented the unit with a framed picture of the ship.

Captain A. M. Lewis, A.D.C., R.N., is to be promoted to Rear-Admiral to date July 7, 1965, and to be Director-General, Weapons (Naval) in succession to Rear-Admiral C. P. Mills, C.B., C.B.E., D.S.C., the appointment to take effect in September, 1965.

SPECIAL SQUADRON TO VISIT U.K. PORTS

A SPECIAL squadron of the Home Fleet, under the command of Rear-Admiral J. O. C. Hayes, Flag Officer Second in Command, Home Fleet, in the cruiser Tiger, is to visit four major ports in the United Kingdom on the dates stated—Kingston-upon-Hull, July 16 to 21, Newcastle, July 22 to 27, Belfast, July 30 to August 5 and Liverpool, August 13 to 18.

The other ships of the squadron are the frigates H.M. Ships Dido and Berwick, a submarine, the coastal minesweepers H.M. Ships Neston and Wolverton, the Fast Patrol Boats, H.M. Ships Brave Borderer and Brave Swordsman and the new Fleet Replenishment Tanker, R.F.A. Olynthus. In addition the aircraft carrier H.M.S. Centaur and the guided missile destroyer H.M.S. Kent join the squadron for the visits to Belfast and Liverpool.

This will be the first occasion for many years that such visits have been made in force to these ports and it is hoped that as many as possible of the general public will take the

opportunity to go on board the various classes of modern warship. Ships in harbour will be open to visitors on Saturday and Sunday afternoons, so everyone will be able to look round and "Meet the Royal Navy."

In addition there will be tours of the ships for organised parties of schoolboys and on the last day of each visit ships will embark guests, including local V.I.P.s., school authorities and school children, to spend the day at sea.

In conjunction with the squadron visits at Kingston-upon-Hull, Newcastle and Liverpool, a contingent of 41 Commando, Royal Marines, will be giving a military display ashore.

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December, owing to seasonal scarcity.

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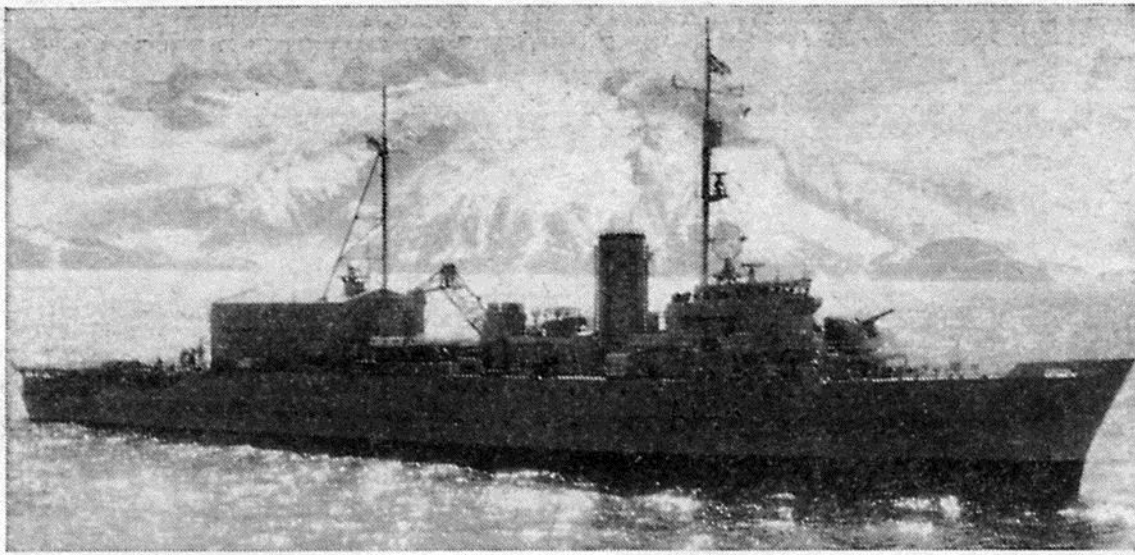
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PROTECTOR ENDS HER TENTH SEASON IN ANTARCTICA

H.M.S. PROTECTOR, the Navy's Ice Patrol Ship, (Capt. M. S. Ollivant, M.B.E., D.S.C., R.N.), returned to Portsmouth on May 14 after her tenth season in the Antarctic. Ice conditions and weather during the patrol were moderately good and the ship was able to achieve most of the tasks she set out to do.

Her first operational task was to establish the ten-man Combined Services Expedition on South Georgia. This was successfully achieved just minutes before the weather swiftly deteriorated, and four months later the ten men were back on board after a busy and successful time on the island. They returned to the United Kingdom in the ship.

Protector's main job in the Antarctic, as in past years, was to continue the programme of surveying and research in co-operation with the British Antarctic Survey. The main effort this patrol was in the South Orkneys and in the vicinity of the Argentine Islands, a small group off the Grahamland coast.

Apart from assisting with the survey triangulation H.M.S. Protector visited many of the British bases with welcome supplies and mail and also took part, with R.R.S. Shackleton, in an intensive seismic research

The homeward passage of the ship was an interesting one, many places on the west coast of South America being visited. The visit to Valparaíso in Chile came only four days after the recent earthquake, so the ship's seven-day stay was a visit with a difference. Repair parties spent most of the time in one of the worst hit areas, living under canvas and doing vital repair work. Other parties helped to repair hospitals in Valparaíso itself while the ship's flight moved to the Chilean Naval Air Base, to give help wherever possible. From the ship, too, went food, bedding and clothing for those in need.

This assistance given by H.M.S. Protector, though small compared with the vast amount of work still to be done, nevertheless made the ship's visit a really worthwhile one.

Lord Shackleton, Minister of Defence for the Royal Air Force, and son of the famous Antarctic explorer,

H.M.S. Protector with a backcloth of snow-covered, wind-swept mountains of Antarctica

met the members of the Combined Services Expedition, leader Lieut.-Cdr. M. Burley, R.N., when the ship reached Spithead.

"MIRACLE OF MOUNTAINEERING"

One of the objects of the Expedition was to retrace Sir Ernest Shackleton's route across South Georgia. Lieut.-Cdr. Burley said that the notes and sketches made at the time by Sir Ernest were most helpful and established beyond doubt the actual route taken. When the *Endurance* was crushed in the ice in the Weddell Sea in 1916, Sir Ernest and five men sailed in a whaler from Elephant Island in the South Shetlands groups to South Georgia to organise help. After incredible hardships a landing was eventually made in King Haakon Bay on the south-west coast of South Georgia. With two of the men, after what a biographer has described "a miracle of mountaineering" the men,



A member of the expedition ready for the trip across South Georgia. His case, containing food, weighed about 60 pounds

ill clad and with little food and only a length of rope and an adze, they stumbled into the whaling base at Stromness.

In addition to retracing the route the party spent three months engaged in a wide range of scientific and exploratory work in what is recognised as one of the toughest and least hospitable climates in the world. As a result of the party's efforts, not completed until just before dark on the final day, it is hoped that a new map covering over a hundred square miles of coastline, mountainous country and glaciers, will be produced for future expeditions.

Much progress was made in the geological and botanical spheres, and zoological activities varied from calculating the number of penguins, no easy job when trying to count 4,000 King penguins in one rockery the size of a football pitch, to collecting spiders and beetles. Altogether 18 different species of bird were recorded.

HIGHEST MOUNTAIN CLIMBED

Members of the expedition also climbed Mount Paget (9,625 feet), the highest mountain in Antarctica, and Mount Sugartop (7,623 feet). Attempts on Mount Fagerli and Mount Paulsen were also made, but because of avalanches the parties had to retire, the climbers on Mount Paulsen being within 150 feet of the summit and those on Mount Fagerli being only 75 feet from the top. The Allardycce Range was also crossed, the first-ever crossing.

Presentation Day for Caterham Cadets

INSTEAD of their usual monthly church parade at the Guards Chapel on May 9, the officers and cadets of the Caterham unit of the Sea Cadet Corps attended Divisions on the quarterdeck of their own headquarters, together with the chairman of Caterham and Warlingham Council (Coun. W. D. Gearing), with the Clerk (Mr. B. J. Smerdon), vice-chairman of the Council, (Coun. J. A. Porter) and Coun. Mrs. M. Jeapes, members of the administrative committee of the Unit, parents of the cadets, and members of the Royal Naval Association, Purley branch.

After the hoisting of colours a short service was conducted by the Unit Padre, Capt. A. J. Gray, of the Church Army, stationed at Caterham barracks, who took as his subject the text "Let your light so shine". Mr. Peter Barber, until recently organist of the Guards Chapel officiated at the organ in the Sea Cadets' chapel.

TWO PRESENTATIONS

Following the service two presentations were made. The first, by Lieut.-Cdr. W. Jeffries, the unit commanding officer, was a link bearing the name of the Sea Cadet Corps, to be added to the chain of office. The link was taken to the front of the chapel by Cadet Stuart Dance of Warlingham. Lieut.-Cdr. Jeffries said it gave great pleasure to the Unit and committee members to give the link for the chain to Coun. Gearing, who had done a great deal of work for the Unit's Parents' Committee for many years, most of them as chairman.

Receiving the link Coun. Gearing said it would be a lasting remembrance to the splendid co-operation and goodwill which exists between the Sea Cadet Corps and the Council.

The chairman of the Purley branch of the Royal Naval Association (Mr.

B. Bennett), then presented to the Unit, for safe keeping on its quarterdeck, the ship's bell from H.M.S. Zephyr, together with a plaque recording the history of the ships which have borne the name.

In appreciation of the gift, the Caterham headquarters have now been named Caterham Sea Cadet Training Ship Zephyr. Accepting the bell the commanding officer referred to the close link between the unit and the members of the Purley branch of the Royal Naval Association.

During last month a party of the Cadets paid a visit to the Queen Mary at Southampton and also to H.M.S. Victory at Portsmouth.

There are vacancies for recruits in the Caterham unit and boys between the ages of 12 and 18 are invited to T.Z. Zephyr in The Grove, Caterham, any Monday or Friday evening between 7.0 p.m. and 9.30 p.m.

Surgeon Captain B. S. Lewis, D.S.C., M.R.C.S., L.R.C.P., R.N., has been appointed an Honorary Physician to the Queen in succession to Surgeon Captain J. A. Page, C.B.E., M.B., B.Ch., R.N.

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A volunteer from H.M.S. Owen and some of the younger children at the Cheshire Home just outside Tangier

Owen 'spring-cleans' Cheshire Home

DURING H.M.S. Owen's visit to Tangier in early March two officers were invited, by the Matron, to look around the Cheshire Home on the outskirts of Tangier. This Home was established to give a permanent home to crippled children. There are 36 children in Dar El Hana whose ages range from six months to 17 years. The majority of them are suffering from the after-effects of polio; there are also several spastics and three children who have incurable progressive muscular atrophy.

A working party from the ship was quickly organised to see just what could be done during the short stay in Tangier. Much enthusiasm was evident among the ship's company and some 15 officers and ratings spent all one Sunday at the Home scrubbing, painting, plastering, plumbing, re-wiring, mending furniture and generally making themselves useful. In the evening a film show was given for the 36 children.

There still remained a great deal of work to be done in the Home, and it was decided that during the Easter period, when the ship would be at Gibraltar, to send over a larger working party to come to grips with the outstanding work.

WORK ON BOARD

During the waiting period, prior to Easter, a considerable sum of money was raised onboard for the Home.

This enabled four fretwork sets to be purchased, so that the elder boys could be taught elementary woodwork. A paddling pool was also bought, together with a large quantity of decorative sheeting. The Shipwright's Department came to the fore here by designing and building a really splendid swing and a slide for the children.

On April 16 the working party of some 22 strong, sailed from Gibraltar heavily laden with tools, toys, sweets and children's clothing, the latter having been very kindly donated by the Married Quarters of H.M.S. Rooke.

In the three days that followed, sailors discovered hidden decorative talents they didn't know they possessed. The kitchen, a bathroom, a toilet and a passageway were tastefully painted out in pastel shades that

(Continued in column 3)

REFIT FOR FIRST WORLD WAR VESSEL

THE First World War vessel, H.M.S. Chrysanthemum, which for many years has been one of the training ships of the London Division, R.N.R., has been towed down-river from her berth on the Victoria Embankment at King's Reach, E.C.4, to Rye-Are Limited's Nelson Dry-dock at Rotherhithe for a survey and refit.

Part of the survey will involve the use of most modern techniques and equipment, for her plating is to be ultrasonically surveyed by Material Measurements Limited, of Belmont, Surrey.

In charge of the survey will be Lt. Cdr. Tony McColgan, R.N. (rtd.), managing director of Material Measurements, and one of the pioneers of this method of ship surveying.

Meet the Navy

H.M.S. Puma, (Capt. M. N. Lucey, H.D.S.C., R.N.), the anti-submarine frigate, is still providing "Local Navy Days" around the United Kingdom.

Her future programme includes visits to Rosyth for Navy Days, (June 5 and 6); Leith, (June 7); Dundee, (June 8 to 10); Aberdeen, (June 11 to 15); Moray Firth, (June 16); Kyle of Lochalsh, (June 17); Mallaig and Fort William, (June 18); Oban, (June 19 to 20); Ayr, (June 21); Greenock, (June 22 to 27); Llandudno, (June 28 to July 1); Holyhead, (July 2 to 4); and maintenance in Plymouth from July 5 to 12.

(Continued from column 2)

would have done credit to "House Beautiful."

Large sections of the very ancient electric wiring were checked and renewed as necessary. All the furniture was checked and repaired and virtually every table, locker top and sideboard in the Home is now brightly covered in decorative sheeting.

A very satisfactory weekend, for not only was a great deal of work achieved, but this was followed by some first class runs ashore.

Over three days in mid-Atlantic on carley float

A MAN who spent three-and-a-half days on a carley float, without food or water, during the war, and whose service career spans almost 44 years, retired from the Service on May 27.

He is Master-at-Arms Charles Edwin William Rogers who joined the Navy as a Boy Seaman in November, 1921. His first ship, in 1922, after completing his training in H.M.S. Ganges, was the cruiser H.M.S. Courageous (later converted into an aircraft carrier, and sunk by the Germans in the early months of the Second World War). Service in the Queen Elizabeth and Revenge followed.

In 1926, after short spells in R.N. Barracks, Portsmouth and in the Vernon Squadron, he joined H.M.S. Effingham for a two-and-a-half years commission on the East Indies Station. On return to the United Kingdom he qualified as a Seaman Torpedoman in H.M.S. Vernon.

His next ship was the destroyer H.M.S. Westminster in which he was rated Leading Seaman. Service in the Mediterranean followed, in H.M.S. Durban, in which ship he was rated Petty Officer in 1935. He returned to Portsmouth in November, 1936, and transferred to the Regulating Branch in March, 1937, being drafted to H.M.S. Caledonia, the Artificer Training Establishment at Rosyth.

TWICE TORPEDOED

He remained at Rosyth until shortly after the outbreak of the Second World War when he was drafted to H.M.S. Fiji.

He was serving in H.M.S. Fiji, on convoy duty, when the ship was torpedoed by a U-boat off Scapa Flow in September, 1940. After a brief spell ashore in Portsmouth he was drafted to the cruiser H.M.S. Dunedin in November, 1940.

Dunedin was torpedoed and sunk



M.A.A. C. E. W. Rogers, B.E.M.

in the Atlantic, about 1,000 miles off Freetown in November, 1941, and Master-at-Arms Rogers was one of 67 survivors of a ship's company of over 500 men, having spent three-and-a-half days on a carley float without food or water, and being one of five remaining alive out of 30 who had taken to the raft.

On returning home via Port of Spain, Trinidad, where he had been taken by the rescuing American ship Nishmaha, Master-at-Arms Rogers had a deserved spell ashore until he joined H.M.S. Atheling, a converted merchant ship, in 1943, which was employed on Atlantic convoy work and, after VE-Day, on Pacific convoy work until the end of the war.

Master-at-Arms Rogers joined the staff of the Royal Naval Detention Quarters at the end of 1945 and served continuously in that position until his retirement. He was awarded the British Empire Medal for his continuous outstanding service in 1959. He is married and has two sons and lives at Bridgeway, Gosport.



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**Cheam holds
to naval
traditions**

GUESTS at the Annual Dinner and Dance of the Cheam and Worcester Park branch of the Royal Naval Association included the Deputy Mayor and Mayoress of the new London Borough of Sutton (Ald. J. Bett, O.B.E., and Mrs. Bett), the President of the branch (Mr. Richard Sharples, O.B.E., M.C., M.P. and Mrs. Sharples), the Secretary of the Cheam Social Club (Mr. Charles Wentworth) and Mrs. Wentworth, and the Rev. John Atkins, the branch's new Honorary Chaplain.

Ald. Bett spoke of the importance of associations such as the Royal Naval Association in the life of the Borough, and he praised the work of those who maintained the friendships of Service days and their care for those in need.

The Deputy Mayor mentioned that some of his service was in the Royal Naval Air Service and, from his observations that evening he was sure that the traditions of the Royal Navy were being maintained, for the arrangements made for the comfort of everyone was precise in every detail.

After the dinner and the speeches there was a dance. Shipmate "George" Purkiss and Mrs. Purkiss being surprised when they were asked to take the floor to lead off one dance on the occasion of their 34th wedding anniversary. Another event during the dancing which pleased everyone was when the Deputy Mayor insisted that the only W.R.N.S. member of the branch, Shipmate "Hazel" Morris, should open a dance with him.

Shipmate Bailey was an excellent Toast Master and M.C.

**UNIFORMED
ESCORT FOR
STANDARD**

WHEN the Horley branch of the Royal Naval Association held its annual Church Parade at St. Bartholomew's Church, Horley, two serving members of the branch, Shipmate E.M. E. Bell of H.M.S. Collingwood and Shipmate E.M. C. Jenner, of H.M.S. Hampshire, who were in uniform, escorted the Horley Standard during the parade.

Sixty members of the branch were joined by contingents, with their Standards, from Aldershot, Sevenoaks, Hanworth, Crawley, Purley, Caterham and Godstone, together with the Charlwood branch of the British Legion.

Book Review

**'History is
bunk'**

THREE words which, in a way, made history, were said in 1919 by Henry Ford, the forerunner of mass production in the motor-car industry.

"History is bunk," he said, but he would, possibly, have said differently had he had the opportunity of reading the short history of Portsmouth and its connections with the Royal Navy and, in particular, one ship, H.M.S. Victory, the most famous warship of all time, by the well-known naval historian, Oliver Warner.

Extremely well illustrated and with a cover in colour of H.M.S. Victory, Oliver Warner's book has brought together in a fascinating and easy-to-read manner Portsmouth and H.M.S. Victory. The broad outline is given of Portsmouth's growth from the beginnings, in Roman times of Portchester Castle, and the town at the entrance of the harbour which was granted the status of a borough by Richard I, to the Second World War when "Portsmouth was at the core of successive phases of the struggle, and for much of the time was in the forefront of battle."

The Lord Mayor of Portsmouth (Alderman J. A. Nye, J.P.) and the Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.) have written forewords, and both pay tribute to the work of the author, who has managed to capture in a small survey the naval interest of Portsmouth and its connections with the Royal Navy.

[Portsmouth and the Royal Navy, Oliver Warner, Messrs. Gale & Polden, Ltd., Edinburgh Road, Portsmouth, Price 5s.]

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1965 ANGLIA de luxe, aqua blue with blue interior, radio, heater, screen washers, wheel trims and wing mirrors, 1,500 miles ..	£540
1964 ANGLIA SUPER, aqua blue and white with blue interior, heater and screen washers, one owner, 1,700 miles ..	£535
1963 ZEPHYR 4, maroon with grey interior, heater, screen washers and wing mirrors ..	£465
1961 CONSUL 375 de luxe, ambassador blue and grey with blue interior, heater, wing mirrors, overriders, wheel trims and screen washers ..	£455
1962 CLASSIC 4-door de luxe, ambassador blue with blue interior, heater, wing mirrors, overriders, screen washers and wheel trims ..	£435
1963 HILLMAN IMP, green with green interior, heater, screen washers and underseal ..	£415
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1964 CORSAIR 4-door de luxe, light blue with blue interior, heater, screen washers, wing mirrors, seat belts, spot and fog lamps, one owner ..	£645
1964 CORTINA 2-door de luxe, Tuscan yellow with beige interior, radio, heater, wheel trims and medallions, screen washers and overriders ..	£555
1963 CORTINA 2-door SUPER, aqua blue and white with blue interior, heater, screen washers, seat belts, wheel trims and wing mirrors ..	£525
1962 ZODIAC Mk. III, blue with blue hide interior, wing mirrors, heater and screen washers ..	£495
1963 CORTINA 2-door de luxe, ambassador blue and grey with blue interior, heater and screen washers, one owner ..	£465
1963 HILLMAN MINX 1600, grey with red interior, heater, screen washers and wing mirrors ..	£455
1963 ANGLIA SUPER, lime green and white with two-tone green interior, heater, screen washers, wing mirrors and wheel trims ..	£435
1962 CLASSIC 4-door de luxe, Goodwood green with beige interior, heater, screen washers and wing mirrors ..	£425
1960 VAUXHALL VICTOR SUPER ESTATE, blue and cream with blue interior, heater, radio, seat covers, screen washers, wing mirrors and underseal ..	£365
1961 ZEPHYR AUTOMATIC, grey with red interior, radio, seat belts, screen washers, wing mirrors and disc brakes, one owner ..	£295
1960 TRIUMPH HERALD, white and black with grey interior, heater, screen washers, wing mirrors and overriders ..	£295
1962 ANGLIA, blue with white roof and blue interior, heater, wing mirrors, wheel trims and screen washers ..	£255

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Beer's welcome warmed West Ham Shipmates

ONE of the Aims of the Royal Naval Association is "To perpetuate the comradeship which began in the Service, to foster good fellowship, render service to one another and to promote social gatherings among members." This Aim was carried out to the letter recently when 42 shipmates of the West Ham branch and their wives were the guests of the Beer (Devon) branch.

The Beer shipmates were present when the coach arrived after seven hours on the way from London, and after a hearty breakfast, the West Ham shipmates were whisked away to their lodgings, all meals for the visitors being arranged at the local inn.

During the two-day stay there were many gestures of Beer's great heart, and the West Ham members extend their thanks and hope to renew acquaintances shortly.

The 200th full member has now been enrolled and West Ham is pressing on towards the 300th. The second stage of the alterations to the branch's headquarters is nearly completed. This includes a "long bar," bringing back memories of happier and more carefree days at Chatham, and there is also an upstairs lounge. The alterations were made more urgent by the influx of members and, nearly every Saturday night, the visits of shipmates from other branches.

On May 9 the branch presented a Standard to the T.S. Warrior, one of the three Sea Cadet Units in the new Borough of Newham. West Ham is rather proud of its close ties with the

Sea Cadets and will always be the first to give a helping hand to the "boys," in appreciation of the good work put in by its friends and members, the Chiefs, Petty Officers and Instructors.

NAVAL WEEK-END AT BOURNEMOUTH

SUNDAY, July 11, will be a big day for the Bournemouth branch of the Royal Naval Association, for its Standard is to be rededicated, to be followed by a Naval Tattoo in Meyrick Park, Bournemouth.

The Royal Marine Band of the Commander-in-Chief, Portsmouth, will be present, and the function is to be well supported by the Royal Marines of the Amphibious Training School, Hamworthy, Poole.

To add to the nautical touch H.M.S. Russell and H.M.S. Hardy will be visiting Bournemouth Bay during that week-end.

H.M.S. Opossum visits Birkenhead from June 19 to 23.

BRANCH'S NEW NAME

THE name of the Newcastle and Gateshead branch of the Royal Naval Association, which was somewhat "unmanageable" has been officially changed to "Tyne", a change welcomed by the members.

The 18th Annual Dinner was a great success, the principal guest being Rear-Admiral E. N. Sinclair, C.B., D.S.C., Naval Regional Officer for Tyneside. Over 100 were present and there was loud applause when the branch President, Capt. G. Maund, D.S.O., R.N., read a letter received from the Queen.

When H.M.S. Puma visited Newcastle over Easter, 30 of the ship's company were entertained in the branch headquarters to a social evening which everyone voted was a huge success. The hospitality returned by H.M.S. Puma was in real "Navy tradition" and greatly appreciated by all those of the branch able to go.

The branch's new club premises are taking shape. The Shipmates had hoped to be in occupation before this, but there have been certain legal difficulties. The branch reporter says "However, we are slowly winning and hope in the very near future to have our own name over our own door".

The plans are for a "super" club which will compare favourably with any of the night clubs springing up in the North-East. The thanks of the Tyne shipmates go out to Shipmates Crabtree, Gledhill and Edmundson, all of No. 11 Area Council.

Fleet Air Arm Presentation Team at Derby dinner

THE fourth St. George's Day Dinner of the Derby branch of the Royal Naval Association was attended by about 60 members. The event coincided with the visit to the town of the Fleet Air Arm Presentation Team touring under the command of Capt. F. Stovin-Bradford, R.N., to publicise the part the Fleet Air Arm is playing in various parts of the world.

Guests included Rear-Admiral J. Howson and Mrs. Howson. The Admiral spoke of the importance of Britain's maritime force to the country's standard of living. The country relied on the Merchant Navy for her export and import trade and the Royal Navy had the privileged job of defending them.

The toast to the Royal Naval Association was proposed by the branch chairman, Shipmate Cdr. G. N. Rolfe.

SERVICE BETTER THAN EVER

Another guest was Cdr. D. Haslam, of H.M.S. Pembroke, who said that the Service was better now than it had ever been. Ships were more sophisticated, machines more complex and men better qualified. He went on to say that the spirit of the Navy remained the same as it had always been. He praised the work of the Association and said it could play an important rôle in bringing the Royal Navy to the notice of the public, especially in places far removed from the coast, such as Derby.

Readers are reminded that the Derby branch headquarters are at Haig House, Green Lane, Derby, where meetings are held on the third Friday of each month. The secretary is Mr. J. Upton, 115 Springfield Road, Etwell, Derby.

CIVVY LIFE HAD ALTERED STATISTICS

THE recently formed Concert Party of the Coventry branch of the Royal Naval Association put on its first show recently and the efforts of many hours of rehearsal, under the direction of Mr. John Woodcock, an honorary member of the branch, who produced, played the piano and drilled everyone until the required "polish" was achieved, resulted in a first-class performance.

The concert room in the R.N.A. Social Club, Coventry, was packed to capacity well before the opening. The show was divided into three parts, the first being based on the theme "Tramps." Then came a hilarious sketch taking place in a doctor's surgery and the third part was a bar "Somewhere in the Tropics."

The ingenuity shown by the ladies of the cast in the making of their "Easter Bonnets" was outstandingly good. The men were dressed in No. 6 white suits and their skill in getting in and out of these suits after so long in "civvies" and with waist measurements somewhat different than years ago, created much amusement in the dressing room.

PRESENTATIONS

At the end of the show the ladies were each presented with a box of chocolates and Mr. Woodcock was presented with a suitably inscribed tankard.

Four members of the Twickenham branch who had intended to visit Coventry for just one day were put up for the week-end by two local shipmates, and they thoroughly enjoyed the week-end.

The Concert Party are now busy rehearsing for a new show on Whit-Sunday and in view of the undoubted success of the last show early application for tickets is advised.

THE LADIES WERE AMAZED

WHEN the Sevenoaks branch of the Royal Navy held its annual dinner and dance on May 1, over 80 were present, and the ladies looked somewhat dubious at the bill of fare.

And well they might!—Red lead; Maltese seagull; bangers; pussers peas; figgy duff; Gibraltar rocks; mouse traps; and Eskimo gravy, finishing with bung hole and hard tack. The visitors soon got over their initial amazement, and thoroughly enjoyed the meal.

The vice-chairman of the local Council and his wife, Mr. and Mrs. Daws, were the guests of the evening, with Mr. Davis, Clerk to the Council, and Mrs. Davis also being present. Admiral Sir Henry Moore and Lady Moore could not be present owing to a previous engagement, but they sent their best wishes for a happy evening.

The branch president, Shipmate Lieut.-Cdr. F. Hull, thanked all the officers for the splendid work they had done during the year and, on the entertainments side, he congratulated the strong cricket team, mentioning that it was booked up for the coming season.

ACTOR MADE LIFE MEMBER

AMONG the guests at the 11th Annual Dinner of the Cleethorpes branch of the Royal Naval Association were the Mayor and Mayoress of Grimsby (Coun. Miss J. B. B. McLaren and Miss H. M. Scarlett), the Mayor and Mayoress of Cleethorpes, (Coun. J. W. Gebler and Mrs. I. M. Wilkinson) and Mr. Patrick Wymark, the celebrated actor.

The Branch President, Shipmate Lt.-Cdr. J. Mawer presented Mr. Wymark with a scroll granting him and his wife life membership of the branch.

Mr. Wymark told more than 100 shipmates and guests that during the Second World War he served with the R.N.V.R. as a young officer in minesweepers.

Four members of the social committee—Shipmates R. Wade; W. Cowie; E. Keys and C. Aldwick—were presented with silver tankards on behalf of the branch by Mr. Wymark.

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Back row—Capt. Goodhart; Lieut.-Cdr. Robinson; Cdr. Seth-Smith; C.P.O. Holding. Front—Lieut.-Cdr. Stanley; C.P.O. Alty; Lieut.-Cdr. Brett-Knowles; C.P.O. Marpole

Navy provides Gliding Champion

At the Inter-Services Gliding Championships held at R.A.F. Bicester between April 16 and 25, the Royal Navy provided the individual champion and nearly succeeded in beating the usual winners of the Team Championships, the Royal Air Force.

Capt. H. C. N. Goodhart, R.N., became Individual Inter-Services Champion with an average of 882 out of 100. The R.N. team to count consisted

of Capt. Goodhart (Imperial Defence College), 1st; C.P.O. D. Holding (R.N.A.S. Arbroath) (equal 4th) and Cdr. M. P. Seth-Smith, (R.N. Tactical School), 16th.

Capt. Goodhart is representing Britain as part of the British Team for the World Gliding Championships at R.A.F. South Cerney from May 30 to June 13. He has been second, fourth and eleventh in successive World Championships which are held bi-annually in different countries. It is 11 years since Britain has been the host.

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TWO THOUSAND COMPETITORS IN FIVE DAYS IN FAR EAST FLEET SPORTS

It is not often these days that a complete Fleet is able to be in the same place at the same time, so when the Far East Fleet assembled at Singapore recently after an exercise, the opportunity was taken to run a sports programme as complex as the Olympics.

In the space of five days 228 teams—not including boxers and yachtsmen—took part in ten different sports. In all about 2,000 competitors took the field, backed up by a team of volunteer officials headed by the P.T. staff of H.M.S. Terror. The Commonwealth countries (represented by H.M.A.S. Melbourne, H.M.N.Z.S. Otago and H.M.A.S. Parramatta) gave a very good performance, particularly in the seven-a-side rugby, winning both the shield and plate.

Many of the matches were completed under floodlights in H.M.S. Terror, and the atmosphere created by the lights and large, lively crowds, added to the high standard of play.

This was one of the most concentrated sports programmes ever organised in the Navy and those responsible for the organisation, Lieut.-Cdr. A. Holmes, R.N. (Fleet Recreation Officer), Sub-Lieut. J. Lunn, R.N. (Port Recreation Officer) and the team of seven P.T.s. from H.M.S. Terror deserve congratulations.

"Cock" ship on overall points was H.M.A.S. Melbourne, followed by the Naval Headquarters, H.M.S. Bulwark and H.M.S. Killisport.

FENCING

When the Royal Navy Fencing Championships were held in H.M.S. Ariel last month Sub-Lieut. C. C. Walker, R.N., of the Royal Naval Engineering College, became the "R.N. Dismounted Champion-at-Arms". Petty Officer K. Pearson of the R.N. School of Physical Training was second and P.O. R. Tiller (R.N.S.P.T.) and Sub-Lieut. L. C. Llewellyn, R.N. (R.N.E.C.) were equal third.

Sub-Lieut. Walker won the Foil and Petty Officer Pearson the epee and the sabre.

H.M.S. Ariel beat the R.N. Engineering College in the Light Weapons Team Competition. The annual match between the Royal Navy and the Royal Marines was won by the Royal Navy by the very close margin of one victory.

NAVY MAKES IT A HAT TRICK

FOR the third year in succession the Royal Navy won the Inter-Services Boxing Championships in Singapore. The Navy had ten boxers in the finals and managed to "pip" the Army by one point.

Royal Navy, 26 points; Army, 25 points; Royal Air Force, 19 points.

FLEET CUP NAMED AFTER FORMER NAVY SOCCER SEC.

IN January of this year the referees of the Far East Fleet and Royal Marine Commando Brigade voted unanimously for a proposal to purchase a cup and present it to the Fleet as a soccer trophy. Naming the cup posed no problems—it was another unanimous decision—that it be named after a man who had devoted many years to the betterment of soccer in general and to Naval soccer in particular, the late Cdr. E. W. Beetham, R.N., Secretary of the R.N.F.A. from 1932 to 1956.

The Fleet Management Committee then decided that "The Beetham Memorial Cup" would replace the existing "Kwong Lee Trophy" as the Small Ship's Challenge Cup. This cup, played on a "beat the holder" basis, is the most contested one in the Fleet.

WORTHY WINNERS

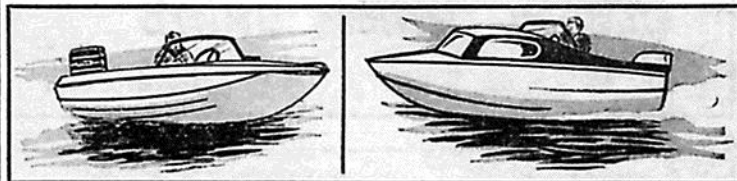
Under the floodlights in H.M.S. Terror, H.M.S. Crayford, the present holders of the Small Ship's Cup, met H.M.S. Chichester to defend their title. After a thrilling first half which ended even, Crayford gradually wore down their opponents to emerge worthy winners by seven goals to two.

The Commander, Far East Fleet, Vice-Admiral Sir Frank Twiss, K.C.B., D.S.C., then accepted the cup on behalf of the Fleet from the Referees' Secretary and presented it to P.O. El. Murrish, the Crayford team captain.

RESULTS

Six-a-side soccer—H.M.S. Terror "B".
Six-a-side hockey—H.M.S. Simbang.
Seven-a-side rugby—H.M.N.Z.S. Otago "A".
Winners of the Plate—H.M.N.Z.S. Otago "B".
Basketball Knock-Out—H.M.S. Kent.

Water Polo Knock-Out—H.M.S. Victorious.
Golf—9 Hole Competition—H.M.S. Simbang.
Individual Handicap Winner, C.P.O. Tap-sell—H.M.S. Anchorite.
Individual Scratch Winner, Lieut.-Cdr. Robinson—H.M.A.S. Parramatta.
Soccer—"China Shield"—H.M.S. London.
Rugby (Floodlit)—R.A.N. and R.N.Z.N. 9 pts. v. R.N. 3 pts.
Hockey—Inter-Service—R.N. 2 v. R.A.F. 5; R.N. 2 v. Army 4.
Inter-Ship Team Sailing Trophy—Littleton Cup—H.M.S. Terror.
Boxing—Bantam—Oxley (Victorious); Feather Sands (Bulwark); Light—Wright (Victorious); Lt.-Welter—Rapley (Otago); Welter—Goddard (Victorious); Lt.-Middle—Baker (Eagle); Middle—O'Hara (Eagle); Lt.-Heavy—Gresham (Carysfort); Heavy—Oakes (Victorious); Special—Lt.-Welter—Humphries (Eagle).



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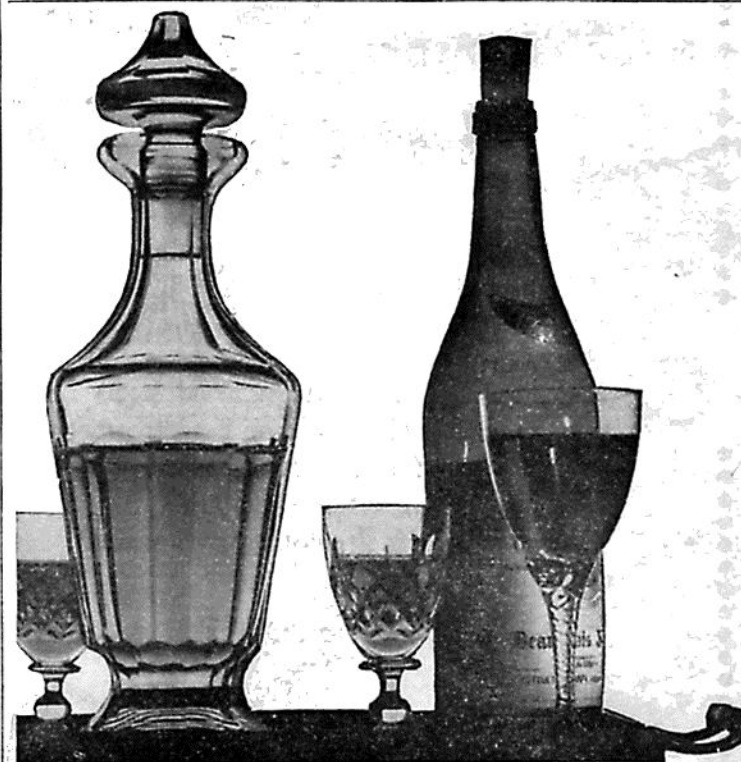
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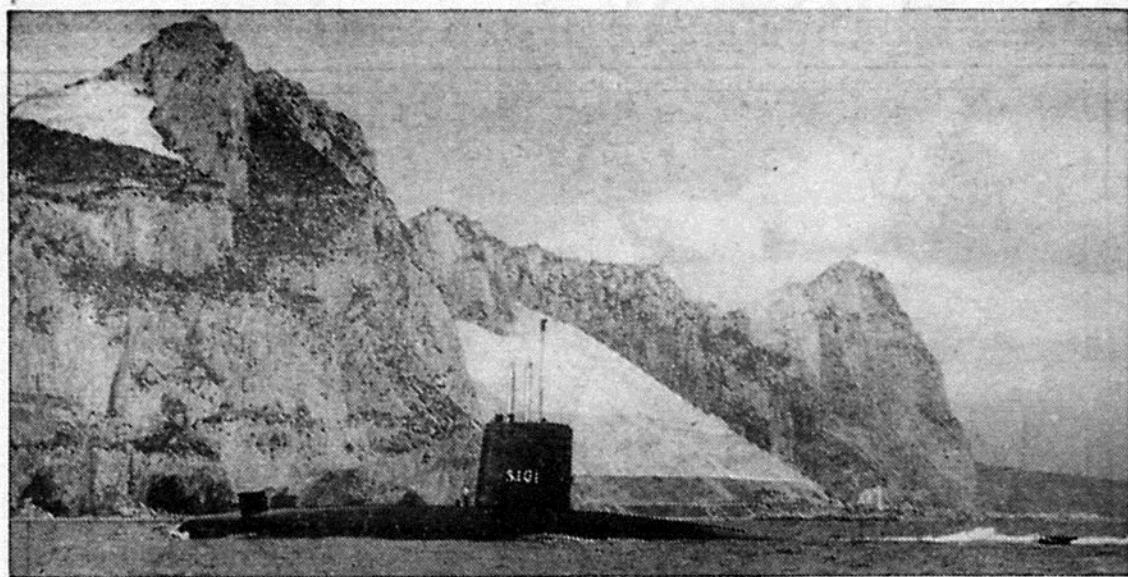


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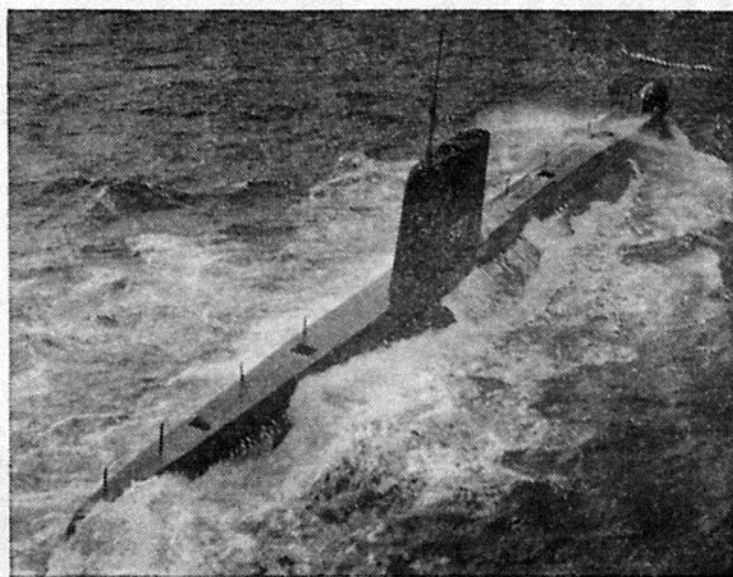
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H.M.S. Dreadnought off Gibraltar



H.M.S. Sea Lion ('Porpoise' class)

The Submarine

THIS NUCLEAR AGE A dream becomes reality

WHEN the bulky shape of H.M.S. Dreadnought, Britain's 3,500-ton prototype nuclear submarine, berthed alongside her depot ship for the first time a new era had started for British submarines. For this was not "just another submarine" or the latest in a long line of evolution and experiment.

The true submarine had at last arrived and the dream of half a century was a reality. All submarines prior to 1940 had been, technically speaking, "submersibles," their dived endurance limited by their dwindling oxygen supply and battery capacity to a mere 40 hours. Then came the Dutch "Schnorkel" or snort tube, through which air can be sucked for diesel engines and lungs, and the "intermediate" submarine was born. The dived range and endurance were vastly increased and in 1953 H.M.S. Andrew celebrated the Coronation by snorting 2,500 miles from Bermuda to Portsmouth. The limiting factors were now fuel and food, and dived patrols of seven weeks became feasible.

DRAMATIC CHANGE

But while snorting the submarine is glued to the surface like a water beetle and must expose her short mast head to prying eyes and radar. H.M.S. Dreadnought represents a transformation as complete and dramatic as the change from sail to steam. Unhampered by limitations of fuel, her atmosphere constantly refreshed by air conditioning, she can plunge to great depths, steam at over 20 knots for days on end, or lie in wait indefinitely for a hostile submarine.

Dreadnought is the first of many and we are indebted to the Americans for her early appearance on the scene. Valiant and Warspite, which follow her, are British designed and built, and from them the Polaris submarines are being developed.

A MESSAGE FROM THE FLAG OFFICER SUBMARINES

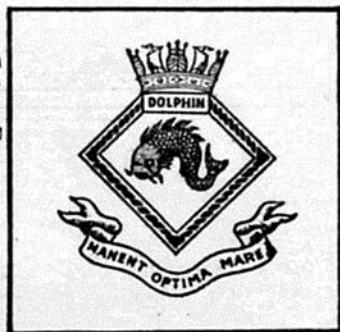
WHY have you not volunteered for Submarines? Indeed I could have been asked that question two years ago and my answer might well have been the same as yours—"never thought of it." "didn't know about it." "Didn't like the idea."

Read this supplement and you will get an idea of what submarining offers. For the young men it offers a challenging job, good comradeship and "small ships." For the married men, it ensures a regular return to the base port and a number of married accompanied drafts abroad.

The Submarine Branch is proud of its past and its record in two World Wars. It is confident that it can meet the future challenge in shouldering the Nation's deterrent and in exploiting the new possibility given to submarines by nuclear power. Why aren't you a Volunteer?

I am happy to have this Supplement in the "Navy News" it is a paper which has always proved very popular in the Navy.

HORACE LAW



Rear-Admiral H. R. Law, C.B., O.B.E., D.S.C., who gave up the appointment of Flag Officer, submarines, on May 27



Rear-Admiral L. L. M. McGeoch, D.S.O., D.S.C., the new Flag Officer, Submarines

Less than five per cent

SUBMARINERS have always been a small, tightly knit and reticent bunch, given neither to exaggeration nor publicity, and it is largely their own fault if the public knows little about them.

Their profession is a highly specialised one and at no time have their total numbers exceeded five per cent. of the uniformed Navy. In 1945 the strength had risen to a record 10,000 officers and men, or two per cent. of the war-time Navy!

Today the 43 boats of the Submarine Flotilla require 450 officers and 3,600 ratings, with a further 150 officers and 2,000 ratings in the depot ships and bases. The members of this small unit of Britain's defence forces will deny that they are an elite corps or differ from the rest of the fleet, but they are tough professionals and justly proud of their service.

Service, 1965

Holland to Dreadnought SIXTY-FOUR YEARS OF DEVELOPMENT

BITAIN was late in the submarine field. By 1900 every other major power had a nucleus of "submersibles," but traditional naval opinion clung to the belief that these contraptions were "unfair, underhand and damned un-English," to quote a First Sea Lord. In 1901 the diehards relented, but as a final jest the first British submarine was designed by an American named Holland.

The "Holland" class were highly successful little craft and were quickly

followed by the "A," "B" and "C" classes—all petrol driven and demanding considerable stamina and courage from their tiny crews. The diesel engine came, conveniently, with the "D" class, and by 1914 Britain was the leading submarine power, with 64 boats numbered from B1 to E9. Submarines were still barely respectable until the Heligoland and Dardanelles patrols of the "D" and "E" classes showed their value and the German U-boats nearly demonstrated how to starve out the greatest sea power.

THE ROLE OF THE SUBMARINE

THE submarine started life as a puzzle. Was she an animated mine or a manned torpedo? Was she the weapon of a weaker power to cripple a strong navy or an intelligent form of seaward defence for a seaport?

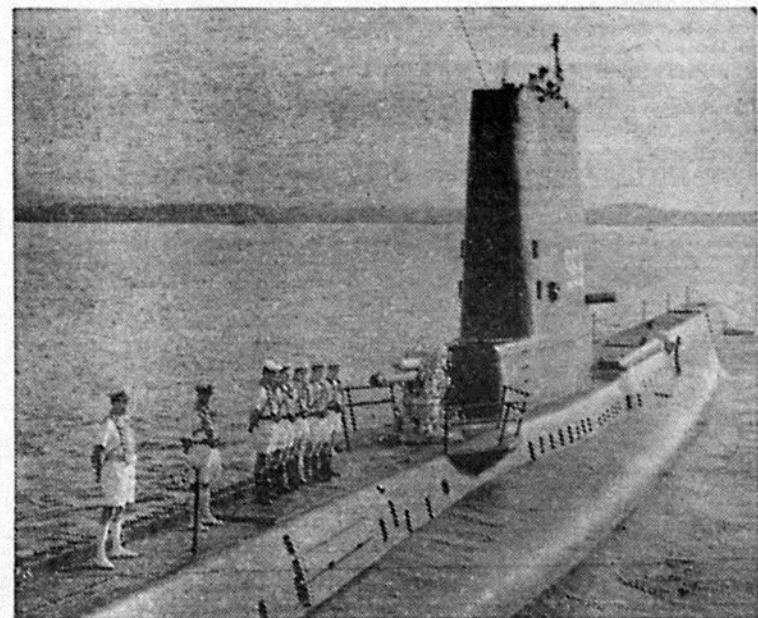
In two World Wars submarines have played many roles. Their best known and most successful has always been the destruction of surface shipping. They shattered the old concept of the Line of Battle, though it was the aeroplane that finally drove the capital ship from the seas. They have laid mines, penetrated harbours, landed agents, acted as beacons for invasion, transported stores, mounted Human Torpedoes, towed Midget Submarines and carried aircraft and missiles.

Since the Second World War, however, their role has crystallised finally and logically into the detection and destruction of enemy submarines. For this they are admirably equipped with sensitive sonar arrays to catch the faintest whisper of a hostile boat, computers to process the information and homing torpedoes to destroy the target. Here the submarine is in its chosen element; the patient wait, the noiseless approach and the sudden kill make it a deadly and efficient counter to any attempts to strangle our sea lines of communication.

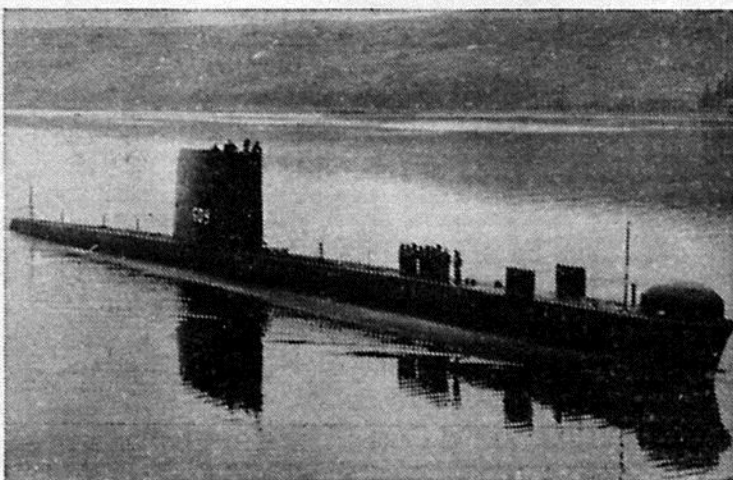
STRANGE DESIGNS

Post-war development was in many bizarre fields, including steam-driven submarines with funnels, the giant "X1" with two gun turrets and the astonishing "M1" with a 12-in. gun. Design returned to more orthodox lines in time for the Second World War, which we entered with 57 boats and finished with 130. Three thousand patrols had been accomplished—mainly by boats of the "S," "T," "U" and "V" classes: 57 submarines and 3,100 men were lost, but 158 warships and 1,670,000 tons of shipping had been sunk.

This time post-war development was sparse. The "S" and "T" classes and the recently completed "A" boats were used and modified in a variety of shapes for 11 years and the only new ventures were the short-lived "Explorer" class, driven by High Test Peroxide, and four midget submarines. The first of the Porpoise class was launched in 1956 and there are now 20 of this class and the improved "Oberons." Finally H.M.S. Dreadnought joined the Fleet in 1963 as Britain's first nuclear powered submarine. The present total stands at six "T-Conversion," two "Streamlined T," 14 "Streamlined A," eight "Porpoise," 12 "Oberon" and Dreadnought.



H.M.S. Andrew in the Far East, fitted with a 4 in. gun



H.M.S. Oberon leaving Faslane for the Far East

H.M. Submarine dispositions in Home Waters and Overseas

FIELD OF OPERATIONS—While Britain's global commitments are shrinking, the Submarine Flotilla still ranges over a wide area. The Home Squadrons, operating from Gosport, Devonport and Faslane, or 'on loan' to Londonderry take part in exercises from the American coast to Norway and from Gibraltar to the Arctic and visit European ports. Submarines are detached to the West Indies, South Africa and India. The Fourth Division operates with the Australian and New Zealand Navies and the Sixth Division with the Canadian and U.S. Fleets. From Singapore the Seventh Division operates anti-terrorist patrols off Malaysia and visits Hong Kong and Japan. Odin steamed right round South America in 1964, and in March Opossum and Finwhale returned from a month in and under the Arctic ice. Britain's modern navy still sees the world!

(1) GOSPORT, HANTS.

First Submarine Squadron.
H.M.S. DOLPHIN (Base).
H.M. Submarines—Opossum, Finwhale, Tiptoe, Otus, Alderney, Talent, Oracle, Token.

(2) DEVONPORT.

Second Submarine Squadron.
H.M.S. ADAMANT (Depot Ship).
H.M. Submarines—Onslaught, Cachalot, Alaric, Opportune, Narwhal, Artful, Otter, Truncheon, Astute.

(3) FASLANE, DUNBARTON-SHIRE.

Third Submarine Squadron.
H.M.S. MAIDSTONE (Depot Ship).
H.M. Submarines—Dreadnought (nuclear), Ocelot, Osiris, Olympus, Walrus, Orpheus.

(4) SYDNEY, AUSTRALIA.

Four Submarine Division.
H.M.A.S. PENGUIN (Base).
H.M. Submarines—Tabard, Trump, Taciturn.

(6) HALIFAX, CANADA.

Sixth Submarine Division.
H.M.S. AMBROSE (Base).
H.M. Submarines—Acheron, Alcide.

(7) SINGAPORE, MALAYSIA.

Seventh Submarine Division.
H.M.S. MEDWAY (Support Ship).
H.M. Submarines—Oberon, Ambush, Anchorite, Alliance, Amphion, Andrew.

LONDONDERRY.

H.M.S. Stalker (Support Ship).

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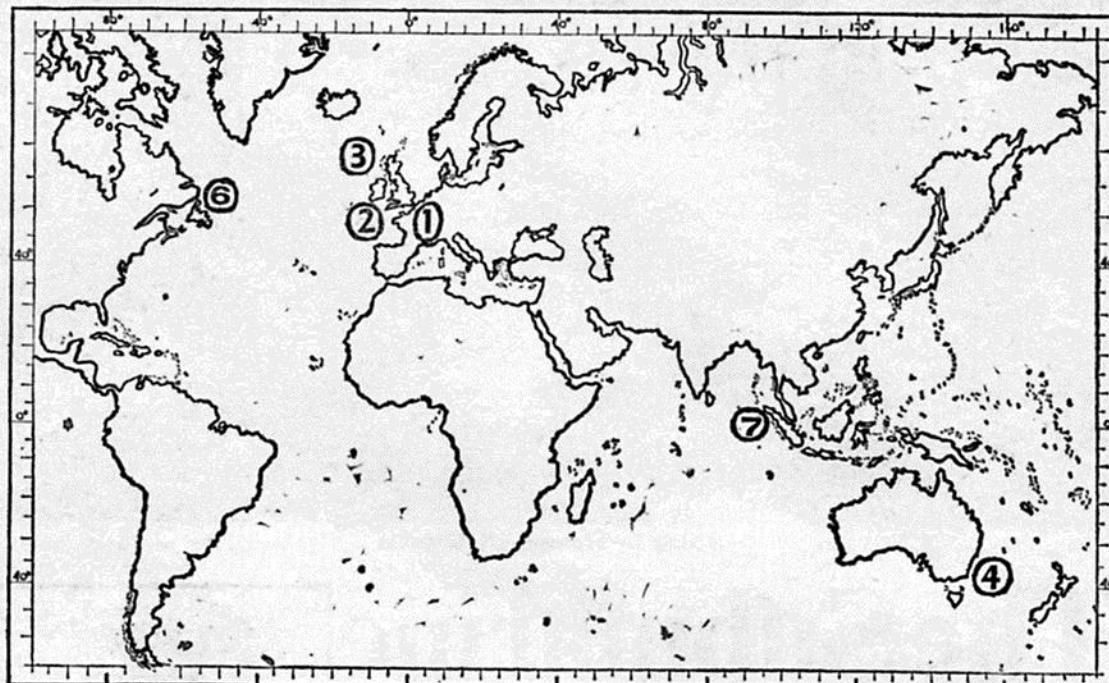
H.M. Submarines—Odin, Rorqual, Aeneas, Grampus, Scallion, Artemis, Porpoise, Thermopylae, Auriga.

BUILDING

One "Oberon" class.
Two Nuclear Hunter Killer type—H.M.S. VALIANT, H.M.S. WARSPITE.
Two Polaris Type SSBN—H.M.S. RESOLUTION, H.M.S. RENOWN.

TOTALS (June, 1965)—

34 Operational; 9 refitting; 5 building.



Fort Blockhouse (H.M.S. Dolphin) at Gosport. Compare the upper part with the diagram on page iv

Traditional Home of the Submariner at Gosport

AT the entrance to Portsmouth harbour is an isolated sandspit bounded on one side by the Solent and on the other by a creek, whose tidal streams and eddies make ship-handling an absorbing problem. On this unlikely spot stands Fort Blockhouse—Headquarters of the Flag Officer, Submarines, base for the First Submarine Squadron, home of the Submarine Training School and centre of all submarine policy, operations and sentiment.

From rather tenuous beginnings in 1905, when the Napoleonic fort was wrested from the Royal Engineers, the base has expanded concentrically, until halted by the high tide mark and Haslar Hospital. It was named H.M.S. Dolphin in 1912 and now houses some 1,200 officers and men. Its jumbled architecture is being further enhanced by a new Engineering Workshop, still more accommodation and the vastly enlarged Training Area mentioned elsewhere. A welcome recent addition has been the spacious and comfortable Rosario Club for ratings, occupying the top of Rosario Block and running across to the old sea wall bastion and an incomparable view of the Solent. Unlike the Temperance Restaurant opened near the same site in 1908, this club has two bars, ably run by N.A.A.F.I.

PAST MEMORIES

As befits the home of a proud Ser-

vice "Dolphin" houses a Submarine Museum, a Memorial Chapel, the Queen's Colour of the Submarine Service, presented by Her Majesty in 1959, and the Freedom of the Borough of Gosport—conferred in 1961. It cheerfully plays host to two major invasions each October—the Submarine Officers' Reunion and the Submarine Old Comrades' Association Reunion. These are on successive days and the old fort then has a year to recover from the strain and the deafening flow of reminiscences.

Submarines get bigger and bigger and the creek is periodically dredged to compete. And if some Commanding Officers may at times have shared the misgivings of St. Paul, who, "Spied a certain creek with a shore into which we were minded if it were possible to thrust in the ship," most submariners are glad that their base is "God's Port—Our Haven."

FAMILY LIFE ABROAD

ONE of the advantages enjoyed by a submarine officer or rating is the ability to take his wife and family abroad on all his foreign drafts. This is mainly because of the small numbers involved and the fact that accompanied drafts to the overseas divisions are for two and a half years with the option of an extension. Unaccompanied drafts are for 18 months.

Married men receive the appropriate local overseas allowance and with a little initiative quarters or hirings can be found in Halifax, Singapore or Sydney. There is of course another side to all this and quite a number of submariners have returned home with an Australian or Canadian wife!

Both the Australian and Canadian Navies are having submarines—built in Britain—so the days of the Fourth and Sixth Divisions are clearly numbered. But for a few more years submarine families will be able to enjoy their stay in these two countries and we shall always hope for "exchange drafts."

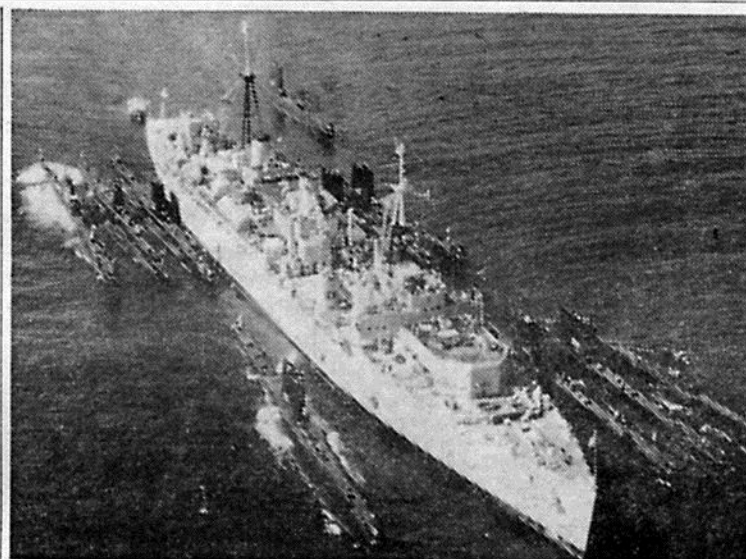
Back to 'Mum'

A SUBMARINE is a lone wolf and operates best when unfettered in the vastness of the ocean. But her life and freedom are only made possible by an efficient, tolerant and homely Depot Ship to which she can return.

There have been many such "Mums" over the years. Names like Wolfe, Arrogant, Bonaventure and Thames are now preserved in the titles of buildings at Fort Blockhouse. Of the present Depot Ships Dolphin, Ambrose and Penguin are firmly fixed to the ground; Stalker and Medway are converted Tank Landing Ships and Maidstone and Adamant are large, roomy vessels, able to move quickly to a new base.

"Mum" is a blend of workshop, store, office block and hotel, where the submariner can relax, enjoy a hot bath and repair and replenish his boat. But her complement has a life of its own too.

The 150 Officers and 2,000 ratings who man the various ships and bases are mostly drawn from general service and their contact with submarines is a brief one. But the role they play in the submarine world is a vital one.



H.M.S. Adamant with submarines slipping on completion of a post exercise conference

PLANNED OPERATING CYCLE

NELSON always complained that he never had enough frigates. Present day Submarine Staff Officers likewise have difficulty in stretching the available submarines to cover the demands on them. Submarines are embarrassingly popular and they tend to be hard worked as a result. This makes for a busy and interesting life with little time to get bored.

In order to make the best use of the squadrons and to keep all maintenance on a planned basis the boats now work to a set operating cycle. Part of this is spent "running"—descriptive word!—and part alongside in harbour, maintaining equipment, giving leave, relaxing and undergoing refresher training. Half of the crew take leave each "maintenance period," so the submariner's two-week leave is fixed in advance.

RIGID TIMETABLE

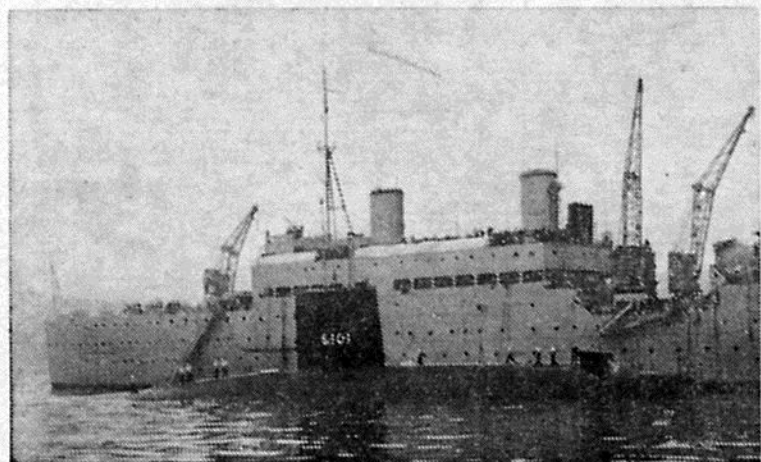
Clearly this will not always come at the conventional times for school or civilian holidays, for the boats in any one squadron must have staggered programmes to spread the work evenly. But the timetable is fixed rigidly six

months in advance and can only be altered with the Flag Officer, Submarines' personal—and rarely given—approval, so holidays can be planned well ahead.

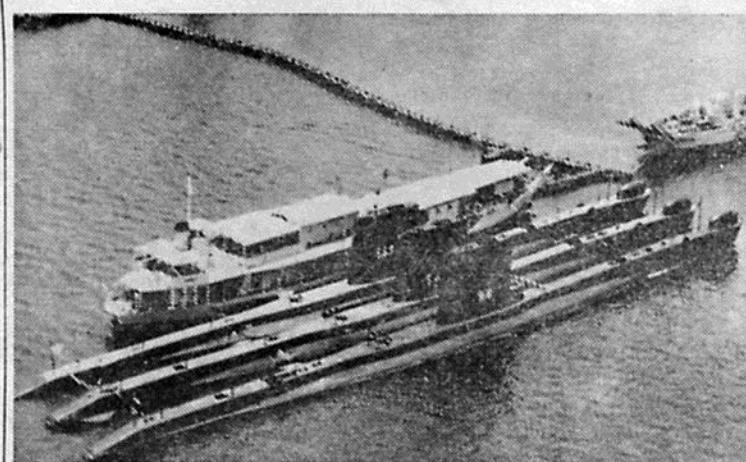
The adoption of planned maintenance has extended the length of a commission between refits. With the increased time made available by the planned cycle this ensures that the Submarine Service is always at short notice for any emergency.

'Farewell to Malta'

LAST year the Fifth Submarine Division left the familiar berth in Msida Creek for the last time and the long association between Malta and the Submarine Service ended. Memories still linger of the war years when the Tenth Flotilla operated so successfully from the island, shared its blockade and ran essential supplies in during the Blitz. Though no British submarines now operate in the Mediterranean many submariners will hope for an occasional visit to a once popular base.



H.M.S. Dreadnought coming alongside H.M.S. Maidstone



H.M.S. Medway and boats of the Seventh Submarine Division, at Singapore

Life in a submarine in the sixties

"DON'T you get claustrophobia?" asks the startled visitor, and the submarine guide smiles wearily at this hardy perennial and issues the customary denial. Life in a submarine is ALWAYS cramped and fairly uncomfortable. But this crowded way of life and the fact that every man is an important member of a team make for a special comradeship and sense of purpose which attracts men to submarines and makes them loath to seek other employment.

True there are other attractions: Submarine Pay now stands at 6s. a day for Junior Rates, 8s. for Petty Officers and 10s. for Chief Petty Officers, with an additional 1s. or 2s. for each night on board; food is excellent and the chef in his telephone booth-sized galley performs wonders that would astonish the housewife. But more than anything else it is the feeling of common achievement, the shared responsibilities and the relaxed but undiminished discipline that make a submarine a rather special place in which to serve.

UNITY OF THE TEAM

A modern boat has four messes: a tiny wardroom for the seven officers, a combined Chief Petty Officers' and Petty Officers' Mess for the 18-20 Senior Rates, and two Junior Rates' Messes holding approximately 25 forward and 15 at the after end of the boat. All share the same food and the

same distinctive smelling air. The proximity of the messes and their lack of privacy break down any artificial barriers and foster the unity of the team.

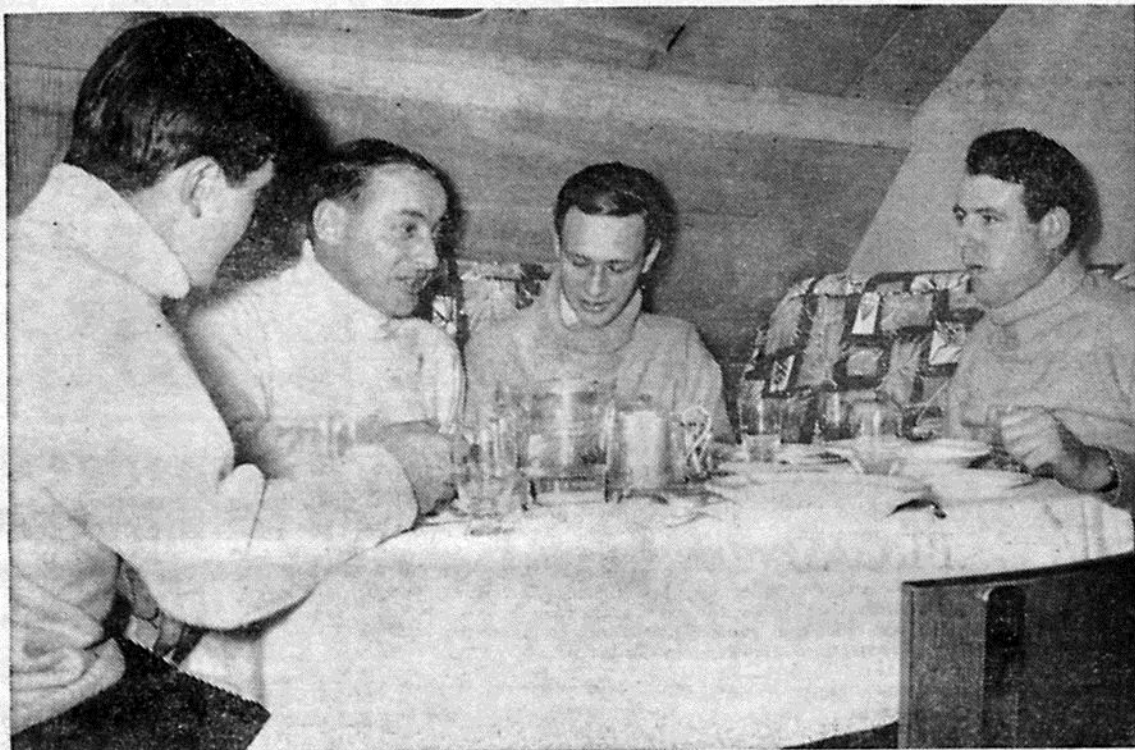
YOUNG MAN'S LIFE

Submarine life is mainly for the young man. The average age of a crew is about 22 and few men are over 35. Around this venerable age a yearning for comfortable quarters and room to stretch begins to compete with the fascination for the job—and it is time to move back to bigger ships or desks and make room for younger men.

Responsibility comes young to all ranks and ratings and is rigorously demanded. "V.G. Conduct" is an essential qualification for admittance and the breaking of it entails instant "reversion to general service"—but very few ever bring this fate upon themselves. There is too much to lose



Relaxation on the mess deck—cramped conditions, but as comfortable as possible



Wardroom of an "Oberon" class submarine

THIS SPACE IS BLANK
Do YOU fit the picture?
VOLUNTEERS ARE NEEDED FROM
NEARLY ALL BRANCHES

THE TRAINING OF THE MODERN SUBMARINER

THE training of the submarine officer and rating comes at the end of a long process. It should always be remembered that he joins the branch as a trained man, having completed his basic and specialist training elsewhere. The Submarine Service thus builds on the firm foundations laid down by the larger Training Establishments and is given generous and whole-hearted support in specialised instruction by R.N.C. Greenwich, H.M.S. Collingwood and H.M.S. Sultan amongst others. Dolphin is thus able to concentrate on the purely submarine aspect of his education—though this is quite complicated enough in all conscience!

The Seaman specialist arrives as a Sub-Lieutenant of about 21 in May or September, does six weeks in the classroom and then joins a running submarine for eight weeks' continuation training. On completion he sits

an examination set and marked by The Submarine Training School. His technical counterpart starts in January or July with five weeks at a desk and one week's training cruise, then settles down to 11 weeks of application train-

ing in his own field of mechanical or electrical engineering.

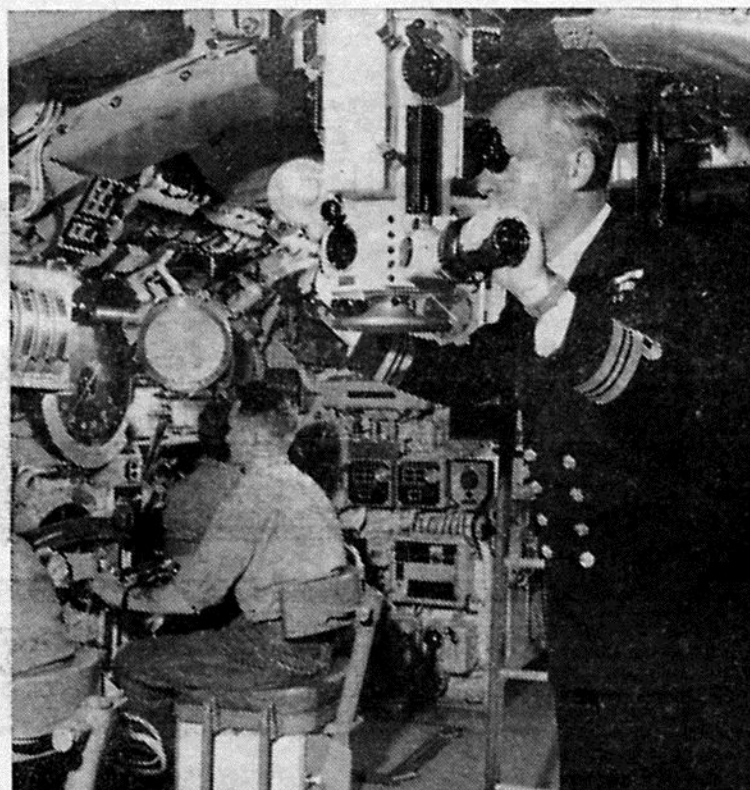
After about eight years as "Fourth" and "Third Hand" and First Lieutenant the successful Seaman specialist joins the four-month "Perisher" course to acquire the final skills of the Commanding Officer. This is one of the most exciting and exacting courses which the Navy offers. Once past this course he then commands his first submarine for a year, does a spell in general service and returns for his second command or staff appointment.

RATING TRAINING

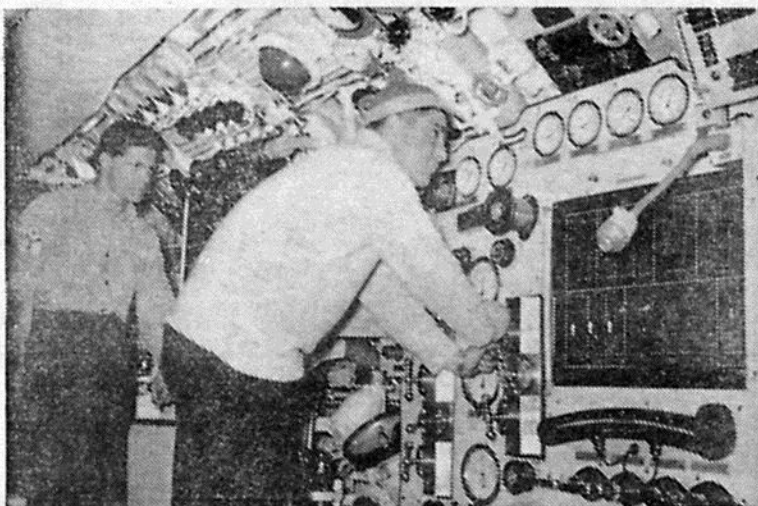
All ratings attend a Submarine General Course of four weeks ashore and one week in a modern submarine. They then concentrate on their separate arts in the fields of sonar, torpedoes, radar, electronics and communications, or in mechanical or electrical engineering. All training is simplified by the use of standard typed notes in place of laborious dictation.

The Seaman or Mechanic joins with his third class Specialist Rate at about 19-20 and returns to his parent Establishment for training to a higher rate in the normal way. Artificers usually stay on in submarines. The initial engagement for all ratings is for five years, after which he has the option of leaving submarines. About 75 per cent. of all trainees are volunteers for Submarine Service, and of the "pressed" 25 per cent. very few opt to return to general service—a fact which needs no comment.

H.M.S. Totem visits Esbjerg (Denmark) from June 10 to 14, and then returns to Gosport on June 17 to pay off at the end of her service in the Royal Navy.



The Captain at the periscope



Blowing main ballast tanks



"Up spirits"

The Challenge of the Seventies

POLARIS PROGRAMME FORGES AHEAD

MUCH has been written about the cancellation of the Skybolt Project and its effect on the V-Bombers. Less has been written about what we gained under the Nassau Agreement and its effect on this country generally and the Navy in particular.

With Skybolt a busted flush, something was needed to supersede the ageing V-bombers and maintain our nuclear deterrent capability in the 1970's. Should that something be airborne, land-based or seaborne? That was the problem facing this country at Nassau. The decision to go for Polaris automatically put the Royal Navy into the strategic nuclear deterrent business—a fact welcomed by many defence experts as both sensible and logical for a seafaring nation.

Nassau did not, of course, hand us nuclear ballistic missile submarines on a plate. In fact, it did not give us the submarines at all nor, for that matter, the thermo-nuclear warheads for the missiles. But it did give us the missile and it was agreed that we should design and build our own submarines and warheads.

THE MISSILE

The A.3, which we are to have, is a two-stage missile powered by solid fuel rockets and guided by a self-contained inertial guidance system. It is a development of the successful 1,200-mile A.1 and 1,500-mile A.2 Polaris missiles, and has a range of 2,500 nautical miles. This last figure contains deterrent magic, since everywhere on earth is within this distance of the sea. After completing its trials brilliantly, the A.3 missile is now deployed in certain U.S. submarines of the F.B.M. Force. It is remarkably reliable. Indeed, the last 21 consecutive firings from submerged submarines have been perfect in every detail. It has cost the United States some thousand millions pounds to develop and prove the Polaris weapon system; this is the system we secured at Nassau at bargain price.

What's so special about the seaborne deterrent? The marriage of this highly

successful ballistic missile to the mobility, concealment, endurance and invulnerability of the nuclear submarine has resulted in the most effective deterrent, and consequently the most potent force for peace, yet known to man. It is, without question, a system with all the advantages of land-based and airborne deterrents, but none of the disadvantages. It can operate, unseen and unprovocative, anywhere in the vast oceans which cover three-quarters of the earth's surface.

Of its power there can be no doubt. The British warheads will give the 16 missiles in each submarine more explosive power between them than that released by all the bombs dropped by both sides in the Second World War—and that includes the atom bombs dropped on Hiroshima and Nagasaki.

BIG AS A CRUISER

What will the British Polaris submarines be like? Basically, they will be "expanded Valiants"; the layout forward and aft of the centre section (which will contain the 16 missiles) will be similar to that in our second nuclear hunter/killer submarine—and the conventional teeth (torpedoes, sonar, radar, etc.) will be every bit as sharp. They will be large, displacing well over 7,000 tons—which is larger than many prewar cruisers—and very comfortable. They can remain submerged for up to three months at a time if required, and the British pressurised water reactor will give them an underwater speed in excess of 20 knots.

SIZE AND SUPPORT OF FORCE

We are building four submarines. Resolution and Repulse at Vickers-Armstrongs' Barrow shipyard and Renown and Revenge at Cammell Lairds of Birkenhead. Steelwork for Resolu-



Artist's impression of the new Polaris Base under construction at Faslane in the Gareloch

tion is over 75 per cent. complete; that for Renown over half complete. Prefabrication of the hulls of the other two is a continuing process.

The force will operate from the Clyde where a new submarine base is already under construction at Faslane and an associated Armament Depot at Coulport. Both these modern facilities will provide for our hunter/killer submarines as well as for the Polaris boats. Included in the construction programme, which is well under way, is a Weapon System School, accommodation, recreational facilities, married quarters and social amenities to the most up-to-date standards. In fact, the Navy will provide for those working from and in the base, all the ingredients necessary for the establishment of a friendly, contented and purposeful community.

Each submarine will have two crews of about 13 officers and 116 ratings; selected men drawn mainly from submarine volunteers. While one crew has the submarine on patrol, the other takes some leave and then undergoes advanced and refresher training, introduces the new boys to Polaris, and augments the base staff until its next turn at sea. The regularity of Polaris life entails some four months out of every year on patrol but the eight months spent ashore are equally certain so personal plans can be made well into the future.

Officers and men who will form the staff of our Polaris School and the Weapon System crews of our first two submarines are already under training in the United States. In July, 1966, our own Polaris School will commission at Faslane and take over all the Weapon System training required from then on. Training of officers and men in the skills required in other parts of the submarines is already going ahead well at Greenwich, A.R.T.E. Dounreay, Sultan and, of course, Dolphin.

R.N./U.S.N. UNDERSTANDING

The impressive speed of achievements in the British project so far has been made possible by the excellent co-operation and mutual understanding existing between the Royal Navy and the U.S. Navy and the use of a special management structure set up in the Ministry of Defence under Vice-Admiral H. S. Mackenzie, C.B., D.S.O., D.S.C., the Chief Polaris Executive, and adopted by other Government authorities and the main contractors concerned with the programme. This progressive structure is aided by the most modern management techniques, including computer-controlled network scheduling, to assist the most effective deployment of resources and to reveal potentially critical areas in this complex project where time is the scarcest commodity.

THE CHALLENGE

The challenge presented by the Navy's entry into the deterrent busi-

ness is continuous. It demands standards of accuracy, skill, reliability and efficiency far higher than anything we have ever attempted before. Our designers have already done their bit and the ball is at present with the shipbuilders and the 800-odd subcontractors who form part of the Navy/industry team. While they are busy with their jobs, the Navy Department and the Submarine Branch must train and organise themselves to take over this fast-moving task which will continue to grow and gain still more momentum until our Polaris submarines are ready for deployment. Then the challenge will pass to the

shoulders of the men who operate and maintain the force.

TOUGHEST PEACE-TIME TASK

Make no mistake about the reality and size of the challenge. As Mr. Christopher Mayhew, the Minister of Defence for the Royal Navy, summed it up when he presented the Navy Estimates in March, "the Polaris project is the toughest peace-time task, in a given time-scale, which the Navy has ever been handed." The Minister also summed up the Navy's determination to succeed when he added: "We mean to do it, to do it on time, and to do it well."

FIRST VIEW OF THE NAVY

"CARRY on!" shouts the Petty Officer at Dolphin's Main Gate and a small bus, containing a handful of young men in plain clothes, makes its familiar, nightly journey along the sea front, turns left at the Escape Tank and vanishes in the direction of Petrol Pier and the old submarine Tiresless—now a floating classroom.

These are candidates from the nearby Admiralty Interview Board, many of them catching a first glimpse of the navy they hope to join as officers. Most of them will shortly begin training; some will eventually be selected for service in submarines; and for a few of these youngsters there will be the glittering prize of commanding a submarine before his 30th birthday.

Dolphin Cadets

H.M.S. Dolphin has for many years run a boy Cadet Corps Unit, drawn mainly from the sons of past and present submariners in the Gosport area. The 37 boys at present make up the smallest of the seven units in the Portsmouth Command, but their enthusiasm offsets their size. Recently they were runners-up in the aquatic sports and junior cross country and came third in the boxing contest. They also take part in field gun displays and fetes in the Portsmouth area.

The unit is commanded by Sub-Lieut. Sparks, R.N., with Chief Petty Officer Jones as Chief Instructor and a team of volunteer leading rates to assist him. The Cadets meet on Monday and Thursday nights and on Saturday mornings for sporting activities.

H.Nor.M.S. Uthaug (ex-H.M.S. Votary) visits Lwreick from June 13 to 15, followed by two-day visits to Dundee and H.M.S. Dolphin. This is the farewell visit of the last "V" class submarine before she finally pays off.



Submarine Old Comrades' Association

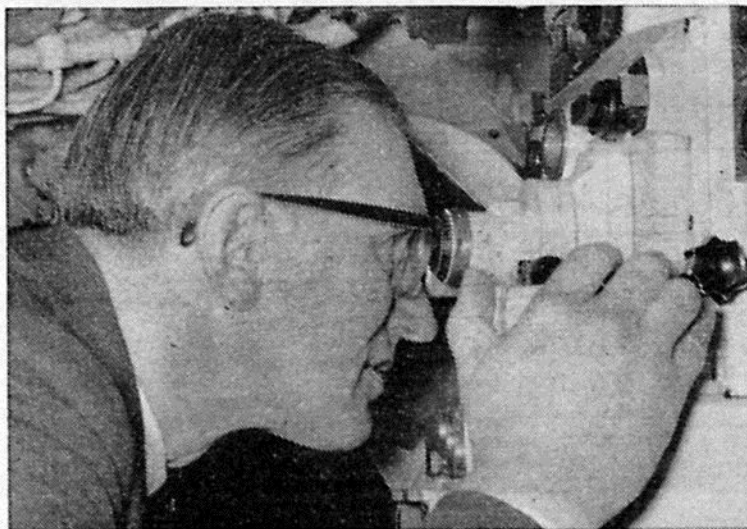
NO branch of the Armed Forces is complete without its ex-Service organisation and in November 1956 the Submarine Old Comrades' Association was formed. This flourishing organisation now has 26 branches throughout the country, each branch normally meeting once a month. Their objects are to "Foster the friendship and comradeship peculiar to all members of the Submarine Service so that we may talk over and never forget the experiences and associations we met in that famous unit of the Royal Navy in which we are so proud to have served," and "To promote social intercourse and to assist one another as occasions may arise."

The Submarine Service is still comparatively young and quite a number of those who served in the very earliest boats are active Old Comrades. The Association thus spans almost all the sixty years separating the tiny, petrol-driven "A" class from the modern "Oberons": the proud traditions of three generations of submariners are in good hands.

The distinctive blazer badge of a submarine rampant on a blue circle is a familiar and welcome sight on board. Many submarines visiting home ports are themselves visited by a contingent from the nearest branch of the Association. The visitors usually find that the essential features of the submarine have changed little over the years, though they may well envy the living conditions of their modern counterparts and the sophisticated machinery they control. The writer is incidentally indebted to a visiting Old Comrade in Aberdeen, who provided him with the submarine's war history in the nick of time for a press handout!

In addition to the local meetings the Association has an annual reunion at Fort Blockhouse each October, for which coachloads of members gather from all parts of the country. During the reunion the Association presents an Efficiency Shield to the submarine of the First Squadron whose performance has been most outstanding over the previous year. The current holder of this trophy is H.M.S. Otus.

Ex-submariners who would like to join or obtain further information should contact Mr. W. SADLER, 18 Rainham Road, Chatham, Kent.



Mr. Christopher Mayhew, Minister of Defence for the Royal Navy, at the periscope of H.M.S. Opossum, April, 1965

What is happening in the Training Area

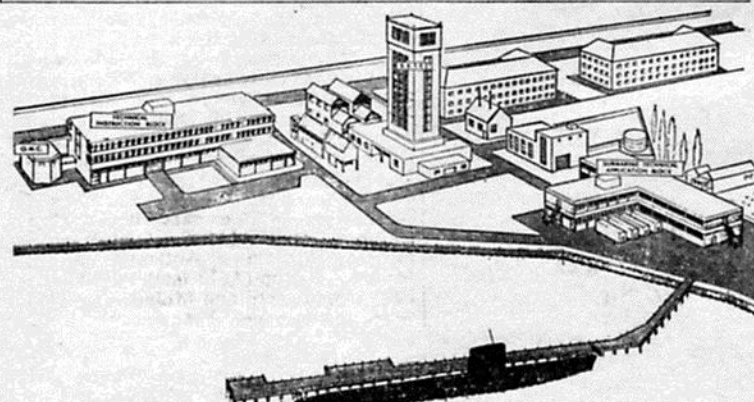
ANY submariner revisiting Fort Blockhouse just now will be dismayed at the sight of the training area at the roof of Petrol Pier. Where has the old "Brown Area" gone to? What has become of those venerable wooden huts in which innumerable officers and ratings have sat wrestling with the layout of a six-valve chest, tracing the convolute path of the high-pressure air system or plotting the route of an amp between battery and toasting machine?

Nothing remains but rubble, and already a towering pile-driver is punching home the foundations of S.T.A.B.—the Submarine Technical Application Block. To seaward the view is already blocked by the steadily rising bulk of the larger Technical Instruction Block or T.I.B., scheduled for completion this year. S.T.A.B. will follow in mid-1966. Between them stand the

100-ft. Submarine Escape Training Tank and the rebuilt submarine Attack Teacher.

MAJOR TRAINING ESTABLISHMENT

This group of buildings will cope with the wide variety of basic, advanced, application and acquaint courses which has grown out of the simpler training programmes of the past. The days when a small team of submariners could "put it across" using few aids and a standard syllabus have gone. The complexity of the modern submarine and the rapidly growing importance of nuclear training will be matched by new classrooms and teaching aids, revolutionary methods and an enlarged and balanced teaching staff. Dolphin will shortly become one of the major training establishments in the Portsmouth Command.



Artist's impression of Training Area Development at H.M.S. Dolphin. In the foreground is Petrol Pier, with the familiar 100 ft. Escape Training Tank behind